



DECEMBER 9TH, 2017
DISCOVERY
WORKSHOP
COMMUNITY MEETING
70TH-CAHILL SMALL AREA PLAN

9:00 A.M. | GATHER - MINGLE WITH NEIGHBORS OVER DONUTS, COFFEE, JUICE
9:30-NOON | PRESENTATIONS & COMMUNITY INPUT

A one-room schoolhouse, small church and quaint corner store—that was the original streetscape of the “Cahill Community” settled in the 1850’s by 26 Irish-Catholic immigrants. What would you like to see at 70th & Cahill? What will the Cahill Village/Settlement look like in the future? We want to hear from you!

Join the City of Edina and volunteers serving on the small area plan work group for the “Discovery Workshop”, the first of three community meetings (and mark your calendar for the upcoming meetings, too). **Tip for Dec. 9: Wear your favorite fun socks for one of our activities!**

Bring your friends and neighbors—this is your opportunity to contribute to the process that will shape the future vision for the 70th-Cahill node. Children are welcome.

**SHARE YOUR
IDEAS FOR THE
FUTURE OF
70TH-CAHILL**

LEARN ABOUT EDINA’S
COMPREHENSIVE
PLANNING
PROCESS. “WHAT IS A
SMALL AREA PLAN?”

HEAR URBAN DESIGN,
HISTORY AND MARKET
PRESENTATIONS

MORE WAYS TO
PARTICIPATE
SAVE THESE DATES:

SAT., FEB. 3, 2018
9:00 A.M. - NOON
“DREAM WORKSHOP”

SAT., MARCH 3, 2018
9:00 - 11:00 A.M.
“PROGRESS WORKSHOP”

WHERE:

Edina Public Works
7450 Metro Blvd
Edina, MN 55439

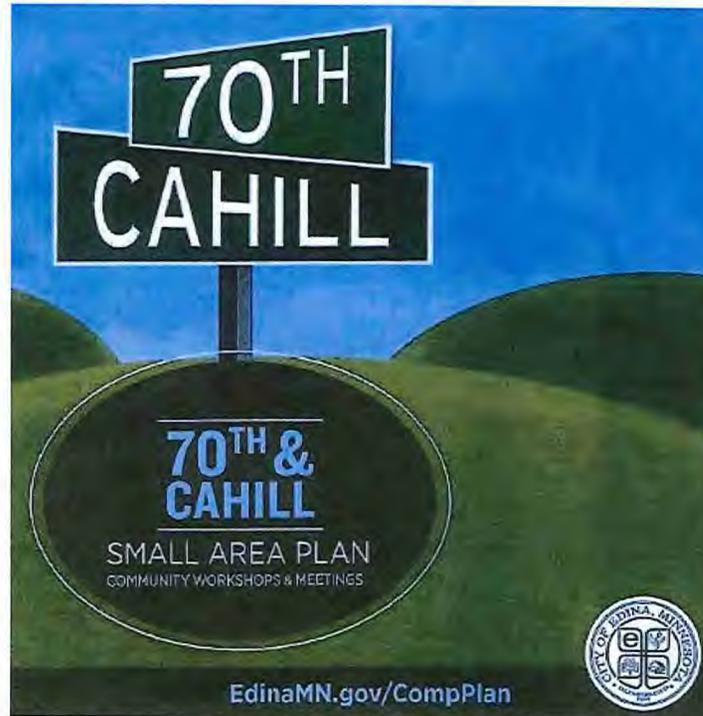
Questions?

Contact: Mark Nolan, AICP,
Transportation Planner,
mnnolan@EdinaMn.gov
952-826-0322



*Sign-up for City Extra to follow the process and receive alerts for upcoming meetings:
<https://edinamn.gov/921/City-Extra-Email-Sign-Up>

CITY of EDINA

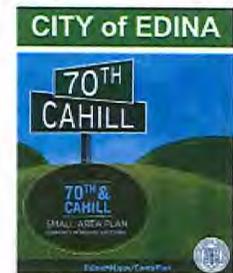


Small Area Plan: Community Meeting 1

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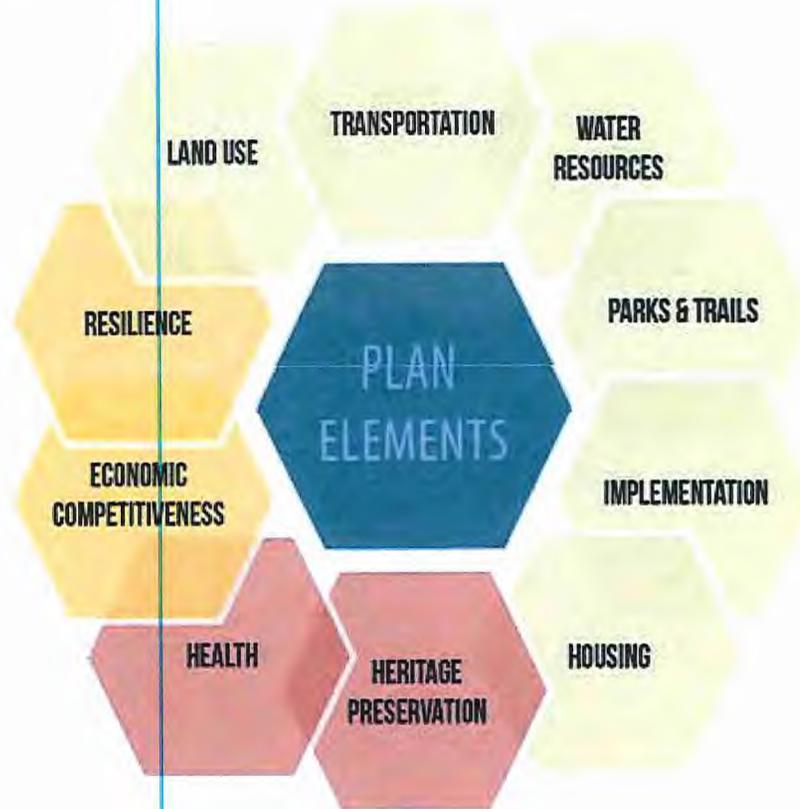
What is a Comprehensive Plan?

- A legally binding document that reflects a **community's vision** for the orderly and coordinated physical development of a city into the future
- Anticipates **change** and provides specific **guidance** for future legislative and administrative actions
- Provides **long range, policy guidance** for City
- **Legally required** per state statute and Metropolitan Council regulation
- Required to be updated every **10 years**



Small Area Plan: Community Meeting 1

Comprehensive Plan Elements



Required by Statute

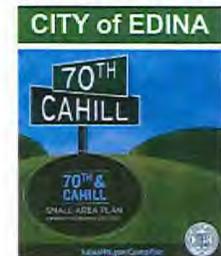
- Land use
- Transportation
- Housing
- Water Resources
- Parks and Open Spaces
- Implementation

Met Council

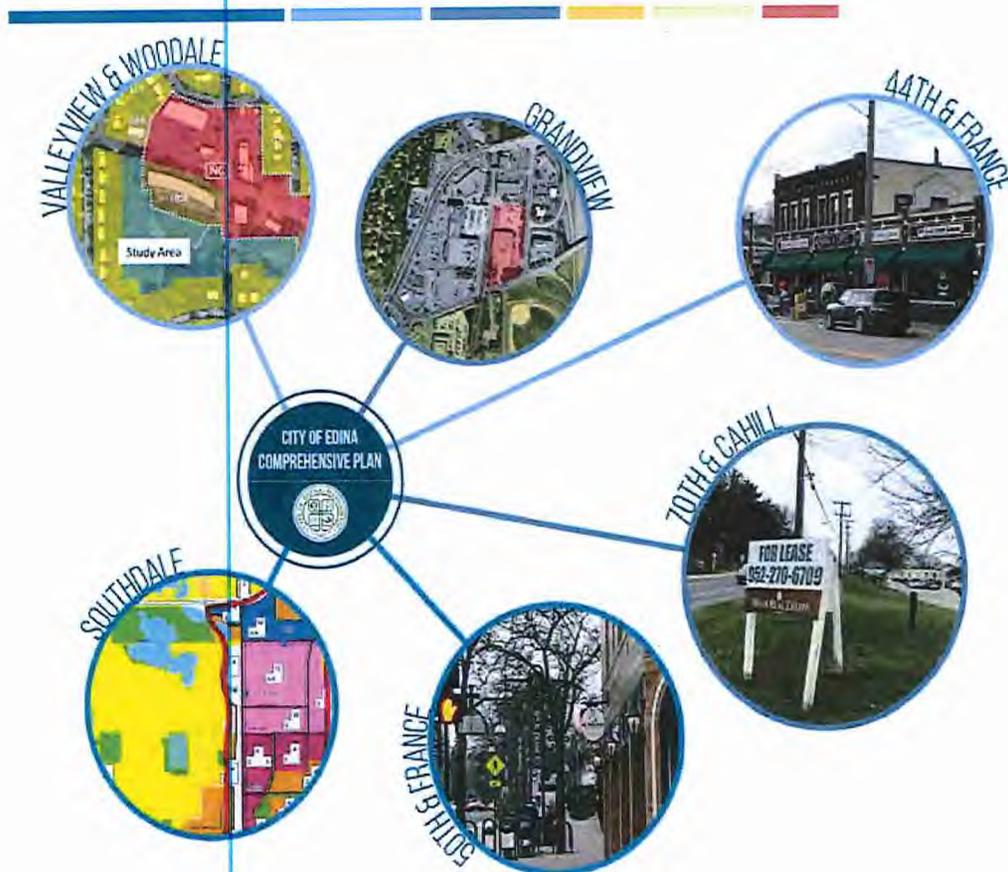
- Economic Competitiveness
- Resilience

Priorities for Edina

- Heritage Preservation
- Health

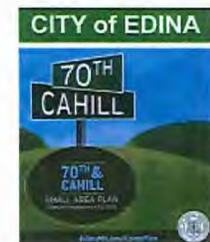


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Small Area Plans

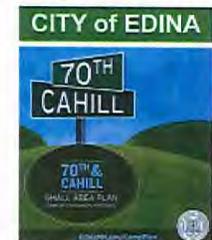
- Unique areas where existing conditions suggest that changes could occur
- Areas where there appear to be issues and opportunities for change
- In Edina: the focus is on community livability, connectivity, walkability
- Integrate into the larger community and region
- Implementation feasibility



Small Area Plan: Community Meeting 1

Building on Previous Work

- Big Ideas Workshop (April 2017)
- Chamber of Commerce - Economic Development/Stakeholder Engagement Analysis (January 2017)
- Vision Edina 2015 (May 2015)
- Quality of Life Survey (2015)
- Living Streets Plan (2015)
- Affordable Housing Policy (2015)
- Parks, Recreation, and Trails Strategic Plan (2015)
- Also – Met Council System Statement



Small Area Plan: Community Meeting 1

Vision Edina:

- 2015 city-wide process
- Established a long-term vision for the city:
 - aspirational
 - inspirational
- Five visionary outcomes:



Inclusivity and Connectivity



Community Learning



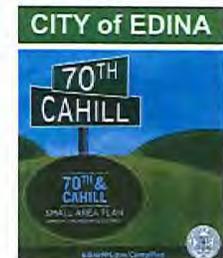
Building to Scale Development



Future Orientation

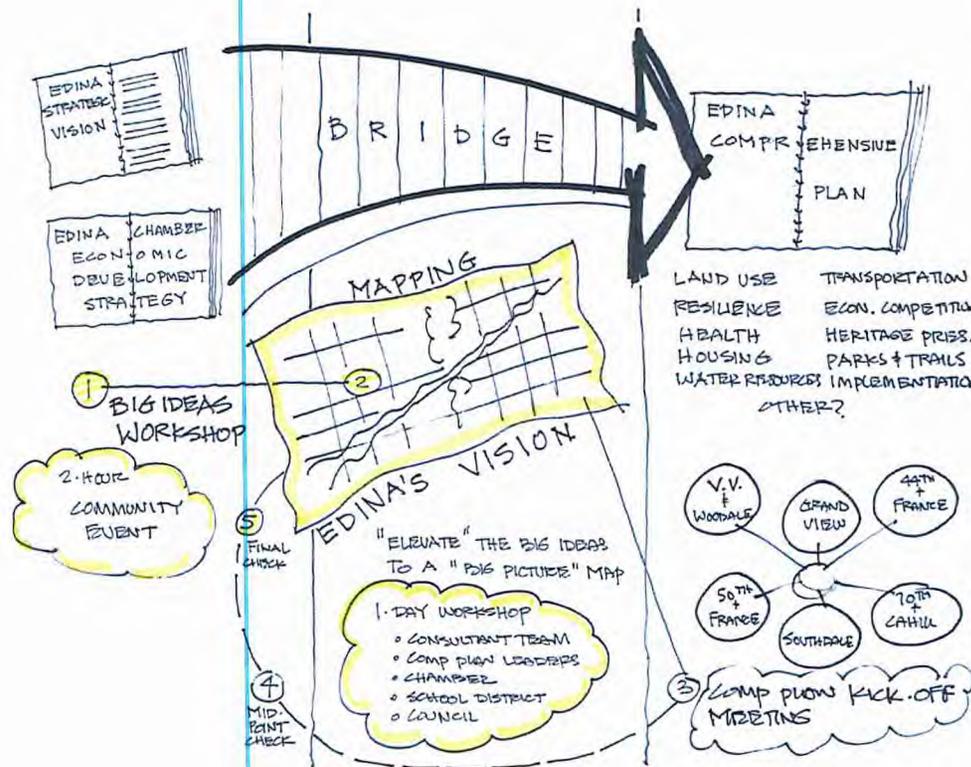


Sustainability



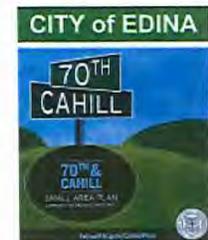
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Bridging Vision Edina and the Comprehensive and Small Area Plans



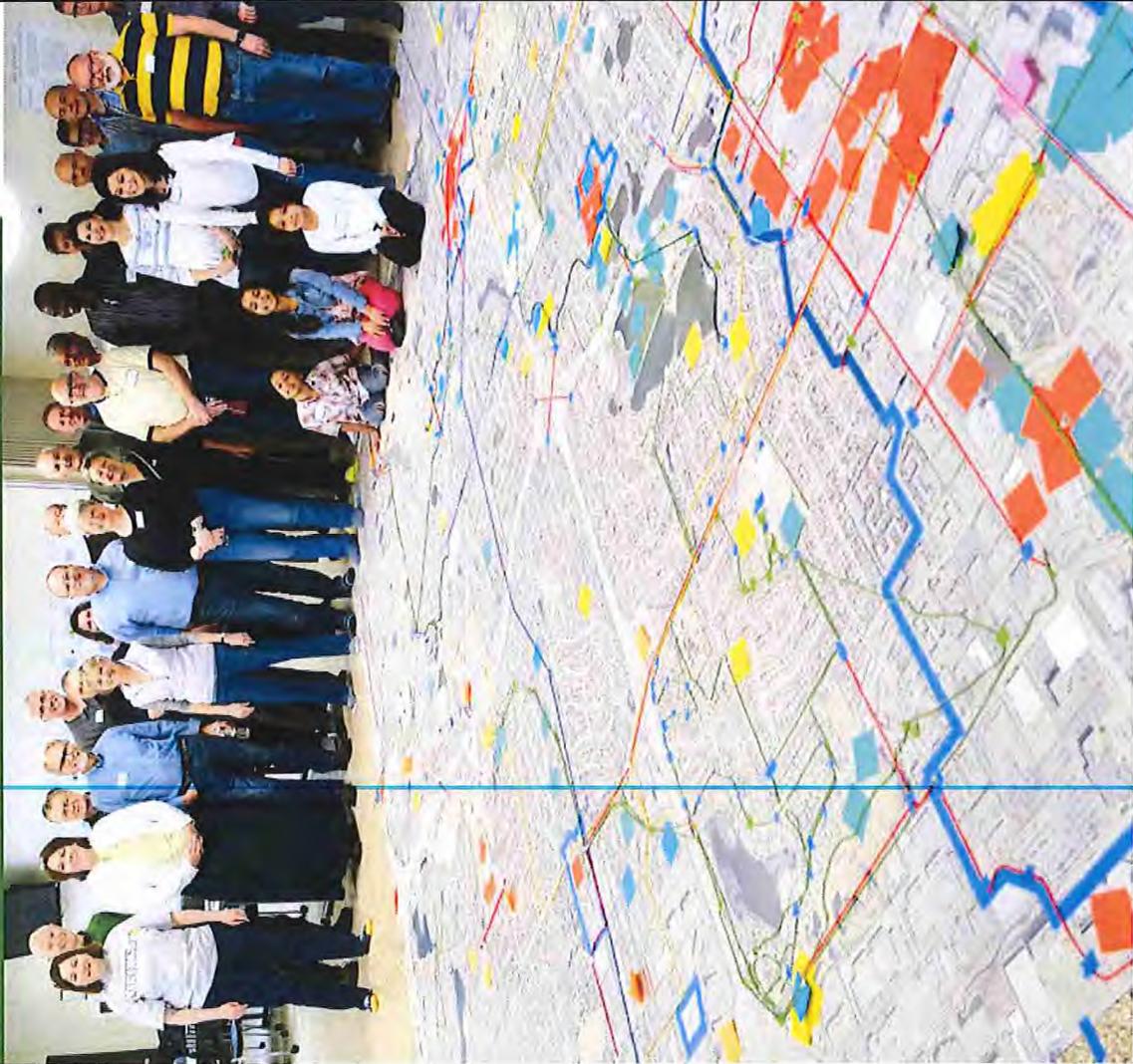
Eight Strategic Focus Areas:

- Residential Development Mix
- Transportation Options
- Commercial Development Mix
- Live and Work
- Educational Focus
- Population Mix
- Environmental Stewardship
- Regional Leadership

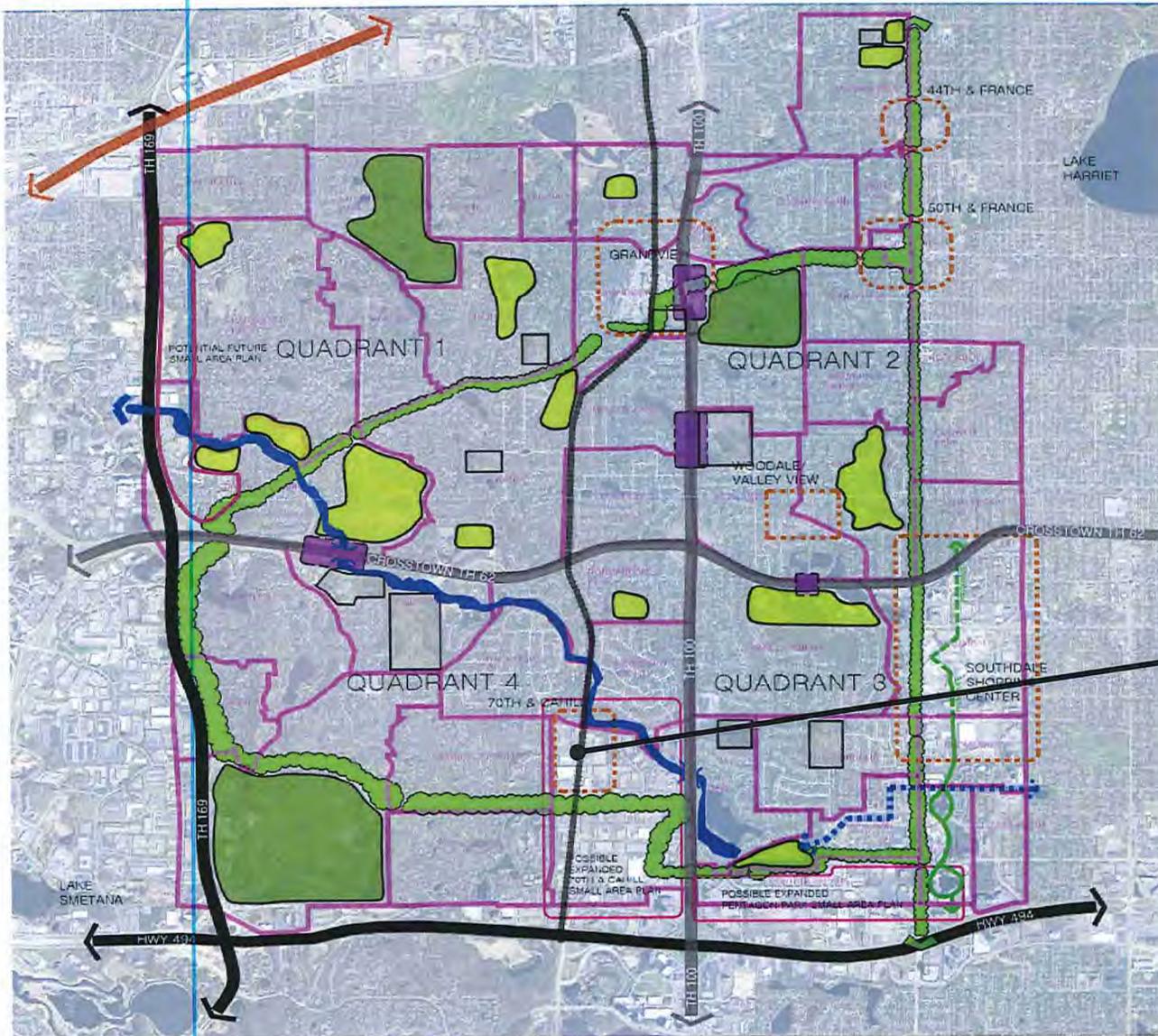


MAPPING EDINA'S BIG IDEAS

Bridging Between Vision and Planning
City of Edina, Minnesota



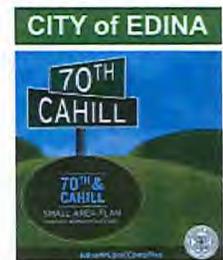
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- COMMERCIAL NODE
- NEIGHBORHOOD BOUNDARY
- PARKWAY/ GRAND ROUNDS
- LID OVER HIGHWAY
- RECREATION/ DESTINATION
- POTENTIAL FUTURE SMALL AREA PLAN
- HWY
- LRT
- GOLF COURSE
- PARKS
- NINE MILE CREEK
- NINE MILE CREEK PIPE
- CP RAIL
- HWY WITH POTENTIAL RTE FACILITY

70th/Cahill

1 LAND USE ANALYSIS DIAGRAM



Small Area Plan: Community Meeting 1

1

- All neighborhood parks should have community centers
- A Grand Rounds should be developed to allow people to walk and bike around the city
- A transit circulator that links nodes should be implemented
- Access guards for children walking/biking to school
- Educational activities should be everywhere for all ages, including elementary, high school, post-secondary
- Nature parks with educational focus should be developed along a Grand Rounds
- Wellness centers should be developed throughout the city that provide services including daycare, early childhood education, eldercare, and primary health care
- Housing diversity to allow wider diversity in the city's population mix
- Community meeting facilities are needed

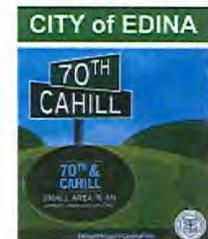
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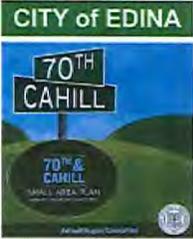
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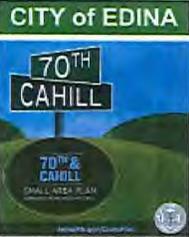
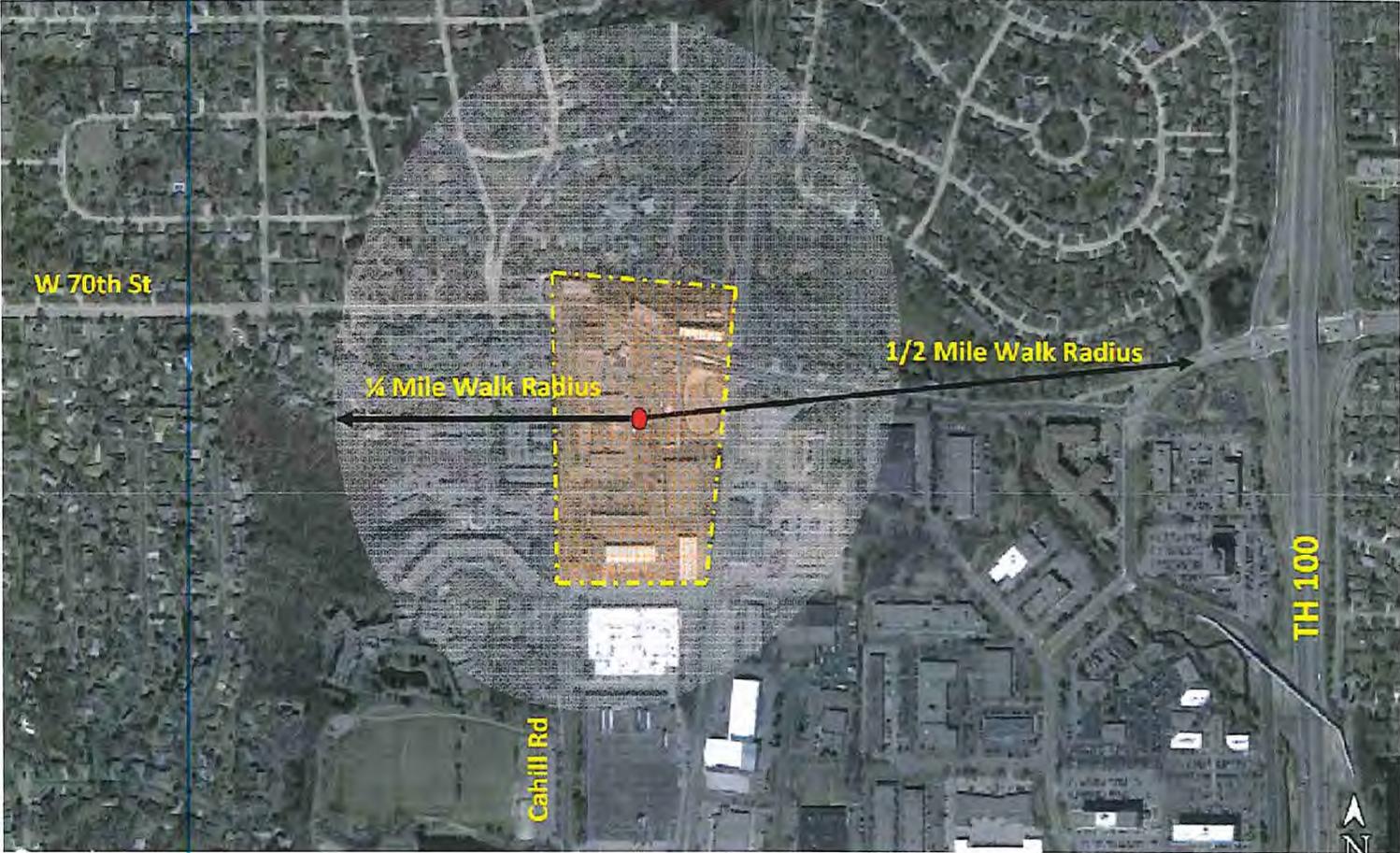
- Live/work at 70th/Cahill
- 70th/Cahill redevelopment as activity center
- Medium density residential with more activity
- 70th/Cahill should be walkable and connected
- Variety of housing types (townhomes, duplexes, affordable).
- Medium density housing
- Start up office space with affordable rents
- Access to LRT and Methodist Hosp on intra-city transit line (CP Rail)
- Trail around circumference of Braemar
- Nine Mile Creek trail should be developed
- Mixed use ground floor commercial and retail; second and third story residential
- "Maker space" and incubator uses



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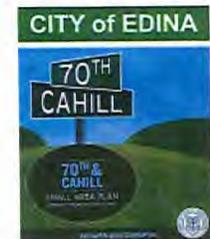
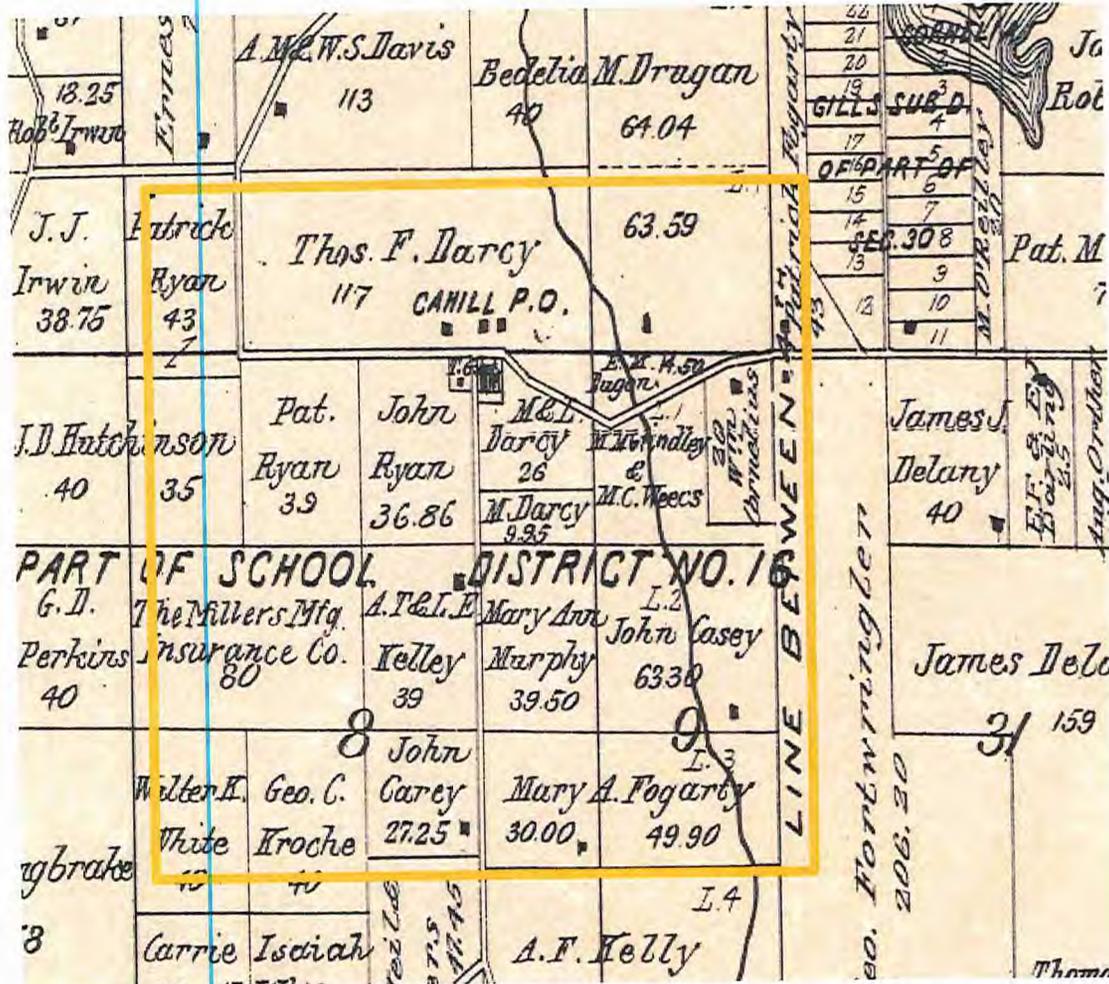


Small Area Plan: Community Meeting 1



Small Area Plan: Community Meeting 1

Recent History of the Study Area:

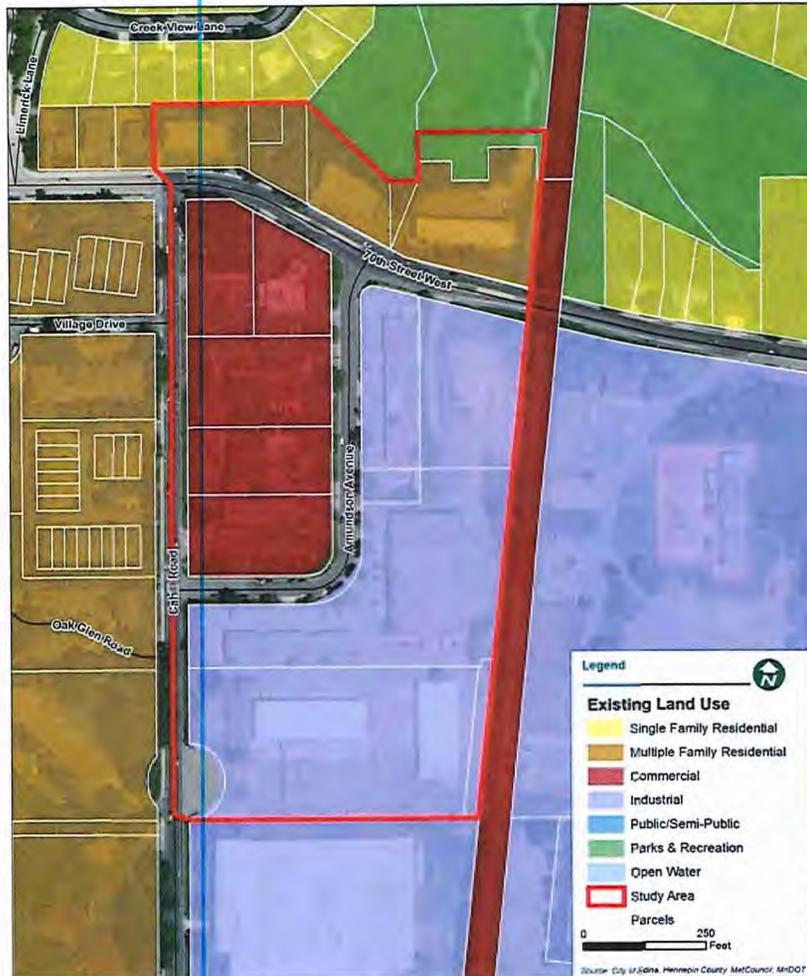


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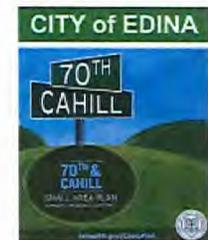
70th & Cahill Small Area Plan
Edina, Minnesota

Existing Land Use
December 2017



Existing Land Use

- 19 acres total
 - Commercial – 5 ac
 - Industrial – 11 ac
 - Multifamily – 3 ac
- Existing uses include:
 - Multi-tenant retail and services
 - Multi-tenant industrial and office
 - Multifamily apartment
- Transition/buffer area in larger city context (between varying areas)

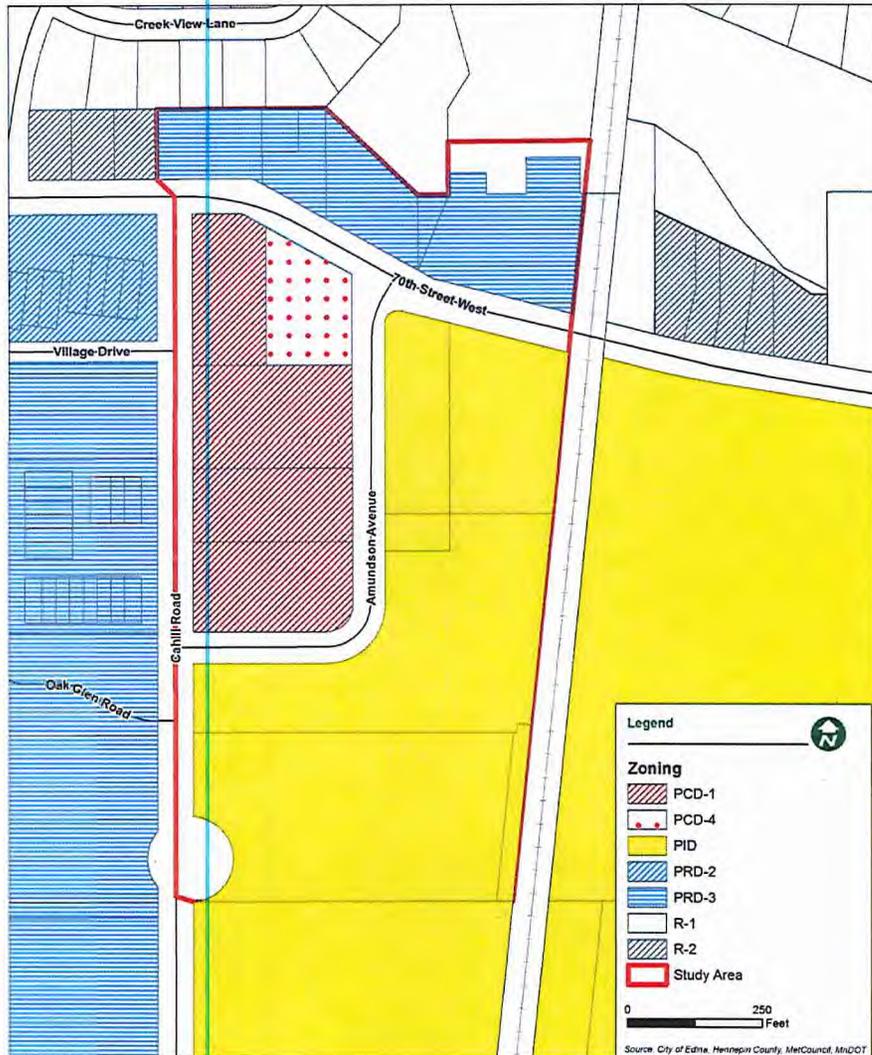


Small Area Plan: Community Meeting 1



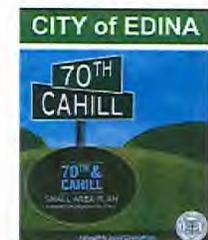
70th & Cahill Small Area Plan
Edina, Minnesota

Existing Zoning
December 2017



Existing Zoning

- Largely consistent with existing land uses
- PCD-1
 - Neighborhood commercial
 - Multifamily residential as conditional use?
- PID
 - Diverse mix of uses, some industrial
- PRD-2/3
 - 6-10 units/acre

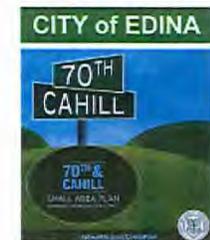


Small Area Plan: Community Meeting 1



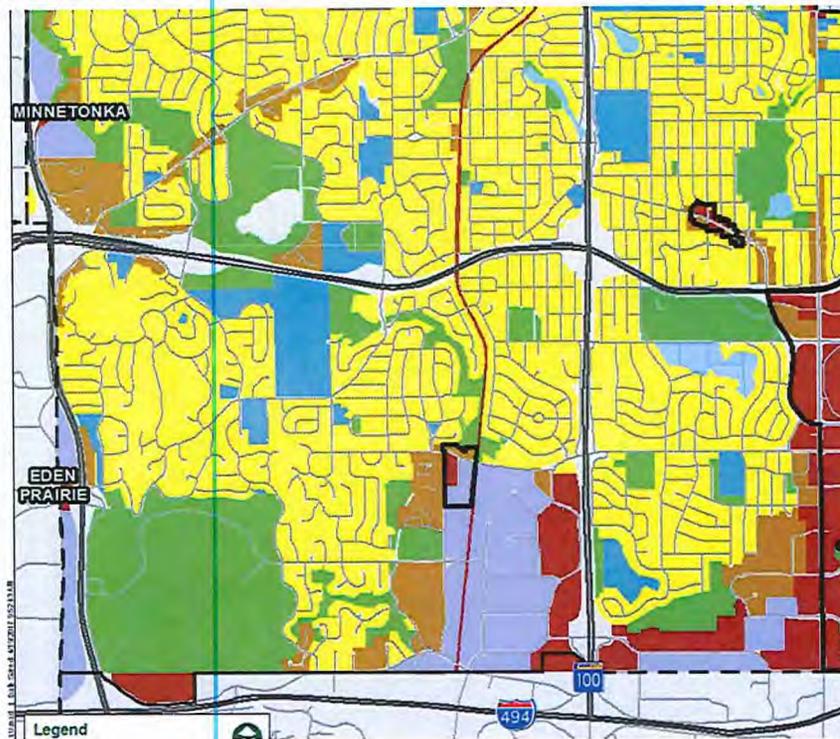
Land Use Observations

- Average to fair condition of buildings; most properties are aging
- Diverse mix of small scale businesses, many neighborhood-serving
- Relatively affordable residential and commercial space (*compared to Edina as a whole*)
- Significant grade issues on commercial site

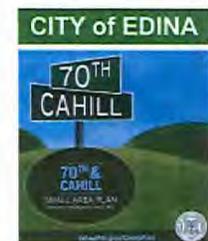


Small Area Plan: Community Meeting 1

Adjacent Land Use: Edina's Business and Industrial Park



- Great location & infrastructure for employers
- Freeway access for freight, workforce, customers & suppliers
- Quick access to MSP International Airport
- Workforce access, including transit
- Major employers:
 - Barr Engineering
 - SpartanNash
 - Regis
 - Dougherty Staffing
 - Western Natl. Insurance
 - Arkray USA
 - Dow Water Process-Filmtec
 - BIWorldwide
 - Gilbert Electrical/Mechanical Contractors
- Features that attract high wage employers – average wage \$75K - \$95K



Small Area Plan: Community Meeting 1

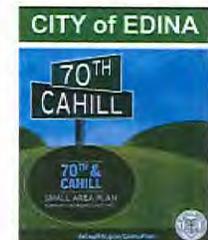
- **Strengths**
 - Location, freeway, transit & airport access
 - Access to diverse workforce – professional, technical, support, production
 - Reasonable taxes & regulatory climate
 - Amenities (e.g. restaurants, hotels childcare)
- **Challenges**
 - Low ceiling heights, small truck courts
 - Outdated buildings, lack of windows
 - Lack of sidewalks, transit amenities
- **Great location will help motivate reinvestment over time**
 - Potential for more employment density (flex office)
 - Strengthen sidewalks, trails, transit and workforce amenities to support reinvestment

Aging... but Attracting Reinvestment



SUSAN TADEWALD PHOTOGRAPHY

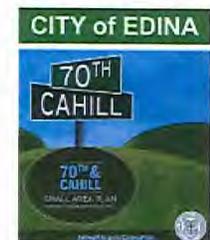
Emanuelson-Podas
7705 Bush Lake Road
Owner-occupied 26,000 sf
former screw factory
renovated for mechanical
and electrical engineering
firm. 55 employees



Small Area Plan: Community Meeting 1

70th and Cahill Commercial Node

- NW corner of business park
- Elevation changes
- Transit-served
- 9-mile creek bike trail
- Proximate to Dan Patch corridor
- Three market opportunities
 - Business/ Industrial Park employees
 - Area residents
 - Traffic on 70th



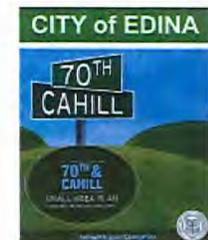
Small Area Plan: Community Meeting 1

Movement



Jurisdiction and Functional Classification:

- City of Edina Streets
- MSA streets
- Shared funding with MnDOT
- Operate as Collectors



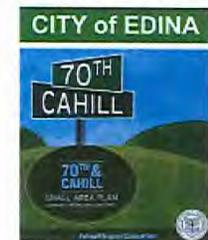
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Movement



2014 Two-way Daily Traffic Characteristics:

- Low to moderate
- Indicative of an area that is not active and with few attractions
- Streets have capacity to carry more traffic at acceptable LOS



Small Area Plan: Community Meeting 1

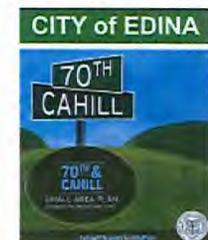
Movement

Year	70th West of Cahill	70th East of Cahill	Cahill South of 70th	Cahill North of 78th
2014 / 2013	6200	9440	5900	3900
2009	5645	9000	6050	3800
2005	6540		8670	

Source: MnDOT Street Series and City of Edina

Daily Traffic Characteristics Over Time:

- No significant changes
- Indicative of a fully built community
- Indicative of an aging community



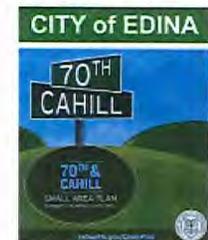
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Movement



Bus Stops:

- Numerous within the study area
- Inhospitable locations
- No sidewalks
- No shelter provided



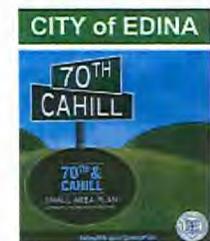
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Movement



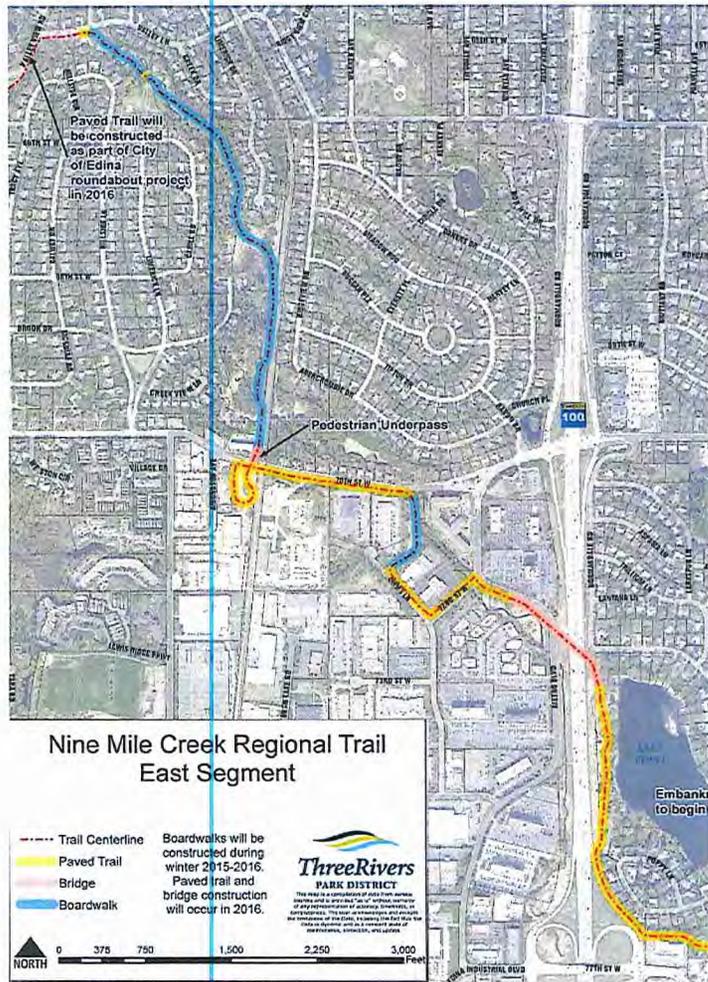
Pedestrian Facilities and Environment:

- Sidewalk:
 - West side of Cahill
 - North side of 70th
- Study area parking lot
- Accessibility



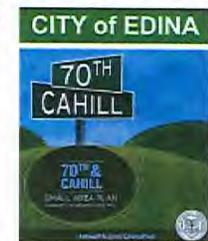
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Bicycle Trail



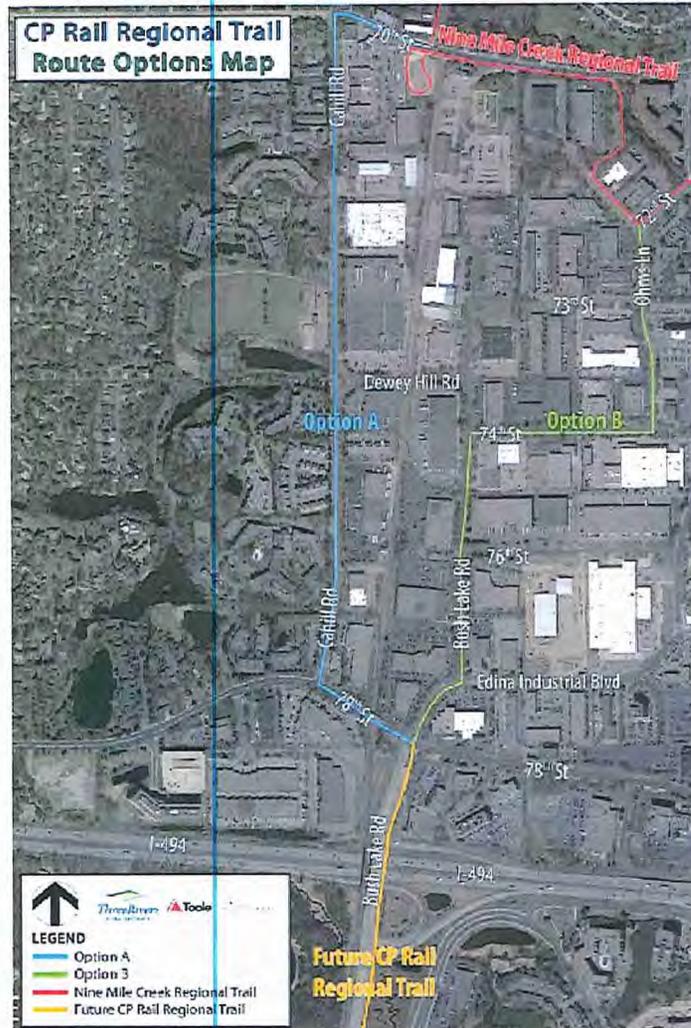
Bicycle Facilities (Three Rivers Park District Regional Trail:)

- Connects to Hopkins and Richfield trails
- 6-mile paved trail in Edina (15.3 miles total)
- Fully complete spring 2018
- Direct study area access to NMCRT on W. 70th St.



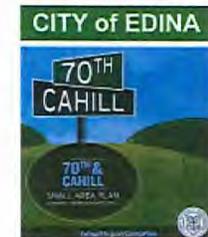
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Bicycle Trail



Alternative Route Study:

- Three Rivers Park District studying route from NMCRT to Hyland Park Reserve in Bloomington
- Two possible routes:
 - Option A (west side of study area)
 - Option B (east of study area)
- Survey, interactive map (see postcard)

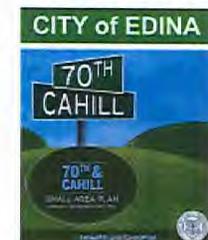


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Site Features

Railroad:

- Owned by CP Rail
- TC&W has the rights to operate trains
- Currently, two trips per day; one trip up, one trip down
- Can be less
- TC&W has made investments to improve Minnesota River crossing and other trackage
- Potentially a sign that TC&W will increase freight traffic
- Edina's Transportation Commission (ETC) moved to forward a recommendation to City Council that the city should not pursue passenger rail service in this railroad r-o-w



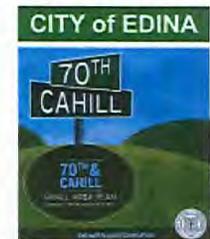
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Site Features



Xcel Energy:

- Adjacent property owner
- Substation and transmission lines
- Double circuit transmission towers
- Approximately 100 feet



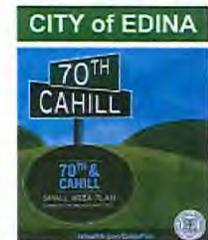
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Site Features

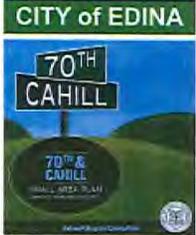


Study Area Topography:

- High of 880 feet
- Low of 846 feet
- 34 foot change
- Center of site at 857 feet
- Minimizes visual impacts of a potential redevelopment



Small Area Plan: Community Meeting 1



EDINA COMPREHENSIVE PLAN



70TH AND CAHILL SMALL AREA PLAN | 12/9/17 COMMUNITY MEETING 1 SUMMARY

Introduction

The first community meeting for the City of Edina's 70th and Cahill small area plan was held on December 9, 2017 from 9 AM to Noon at the Edina Public Works building. Approximately 80 attended, in addition to nine members of the 70th and Cahill Small Area Plan Work Group. The purpose of the meeting was to provide an overview of the study process, present the existing conditions analysis, and to solicit input on the vision, guiding principles, and issues and opportunities for the 70th and Cahill Study Area.

Meeting promotion was designed to reach a broad cross-section of the community and included multiple methods, media types (i.e. electronic, print, phone), and audiences. The following table shows the meeting promotions.

Distribution to
City Extra email recipients
Official city press release to media outlets
Mail notice to select residences within the vicinity of the study area
Post flyers at properties within the study area
Post notice on project website and social media (i.e., Nextdoor, Facebook, and Twitter)
Direct invitation to select community organizations with a request to share with their colleagues/networks

Meeting Format

The meeting was conducted in a workshop format. The first half of the meeting included a presentation from work group members and the consultant team covering the existing conditions of the study area, as well as time for questions from participants. The second half of the meeting included small group work sessions with facilitated group activities and discussion.

Participants provided feedback through written comments on "vision postcards," big ideas handout, and guiding principles worksheet. The following is a summary of the highlights from each portion of the workshop,

Work Session Highlights

The participant work session portion of the meeting was conducted in a small group format, with 6 – 8 participants at a table. Each table also had one member of the 70th and Cahill Small Area Plan Work Group who facilitated activities and discussion. The discussion topics covered in the work session are described below:

1. Vision Postcard: Participants were given a blank postcard and asked to imagine themselves 20 years in the future, and write a post card to their present-day selves, describing the 70th and Cahill area. The purpose of this activity was to encourage participants to think about their vision for the study area in a personal way.

2. **Big Ideas:** Participants were provided a handout showing the key themes resulting from a previously completed city-wide visioning workshop, and were asked to review these themes for applicability to the 70th and Cahill Study area and to generate any new “big ideas” that they may have.
3. **Guiding Principles:** Participants were given a worksheet with discussion questions intended to explore key attributes of the small area plan – land use, design and appearance, movement, and other ideas/comments. Participants were asked to discuss these questions in their group and write their answers on the worksheet.
4. **Issues and Opportunities:** Participants were asked to review a table top map of the study area and to write issues and opportunities on the map.



Key Highlights

- **Participation:** 80 people participated in the public workshop, with as many as 40 people submitting written comments. An overriding sentiment expressed by the participants is that they feel a strong connection to this area and want to see it prosper.
- **Land use and development:** People are in favor of redevelopment in the area and tend to prefer mixed use, neighborhood-oriented retail and commercial with businesses such as a coffee shop, ice cream parlor, boutique retail, or a restaurant.
- **Design and appearance:** There is a desire to create a strong visual character and aesthetic for the area. There seems to be some consensus around creating a “village square” concept which respects, supports, and promotes the area’s unique historic context.
- **Public realm:** There is a strong desire for more public realm improvements such as street trees, landscaping, and brick pavers. Many people are supportive of creating a public plaza or square.
- **Movement:** There is support for adding sidewalks along the streets within the area and for creating landscaped boulevards. There is also support for improving bicycle accommodations and for improving connectivity within and across the site, and, connecting to the Nine Mile Creek regional trail. There is a desire to screen or hide parking, either underground or behind buildings.
- **Sustainability:** There is a desire to make this area a model for sustainable development with ideas such as innovative storm water treatment and solar power being suggested.

Vision Postcard

Approximately 40 participants completed the postcard exercise. Ideas varied, but there seemed to be some consensus around ideas like an improved public realm with trees and greenery, multimodal transportation options with plenty of trails and transit, and a mix of development favoring neighborhood-oriented commercial. Figure 1 includes a distillation of the key words or themes from the post card exercise. Transcriptions of the actual postcards are included in a later section.

Figure 1: Distillation of Themes from Vision Postcards

Public realm	Land use and mix of businesses
Trees/landscaping/green (x7)	Coffee (x5)
Trash cans	Restaurant (x5)
Lighting	Improved aesthetics (x4)
Brick pavers	Boutique stores/small retail (x4)

Water feature	Drug store (x3)
Multimodal transportation	Market (x2)
Connected by transit/rail (x5)	Grocery store (x2)
Pedestrians/walkable (x4)	Deli (x2)
Bikes/trails (x3)	Convenience store
Bike racks	Hair salon
Electric cars	Ice cream
	Bakery
General look and feel	Liquor store
More density (x4)	Gas station
Family, friends, and kids (x3)	Gift shop
Community center	Wine bar
Housing	Art gallery
Affordable	Home/furniture store
Vibrant	Small businesses
Historic character	

Bid Ideas

No written comments on the big idea handout were submitted. Small group discussion generally favored the ideas already developed as part of the Big Ideas work shop.

Guiding Principles

Approximately 25 people completed the guiding principles worksheet, providing suggestions on major attributes of the small area plan, including land use, design and appearance, movement, and other ideas/comments. The following is a summary of the key words and themes from each of these attributes. Full transcripts of the guiding principles work sheets are included in a later section.

Land use

While not universal, opinions on land use favored medium density, mixed use development, with neighborhood-oriented retail (e.g., coffee shops, restaurants, retail, etc.) and residential. Parking was a key theme with many preferring parking to be underground or setback from the street. Landscaping, green space, and parks are also important. The following is a tabulation of the key words and themes from the worksheets:

- Mixed use commercial/restaurant/retail (x14)
- Mixed use residential (x10)
- Parking underneath buildings/setback from street (x7)
- Landscaping/green space/parks (x7)
- Medium to low density (x4)
- Destination shopping experience (x2)
- Limited industrial uses (x2)
- No residential
- Industrial
- Architecture/aesthetics
- Walkable (x3)
- Transit

Design and appearance

There is a strong desire to establish an intentional look and feel for the study area, with many people suggesting a quaint village or historic settlement



theme. Creating opportunities for more trees, landscaping, and public spaces was another popular idea, with many suggesting a town square concept. There is also a strong desire to create a walkable, connected place. The following is a tabulation of the key words and themes from the worksheets:

- Coordinated building look/unified design/design guidelines (x12)
 - Brick/ brick pavers (x2)
 - Quaint European village/historic settlement (x3)
 - Buildings closer to the street with additional stories above street level stepping back (x2)
- Green/trees/public space/plaza/village square/outdoor seating/landscaping (x21)
- Sidewalks/boulevard/paths/connectivity/walkability (x16)
- Sustainability/renewable energy (x4)
- Transportation hub/transit (x3)
- Water/grey water collection (x3)
- 4 story maximum building height (x2)
- Lighting (x2)
- Wayfinding (x2)
- 2 story maximum building height
- Convenient parking
- Underground parking
- Playground
- Solar panel sidewalks
- Gateway entrance

Movement

The biggest priority in terms of movement of people is to provide a better and safer environment for pedestrians and bicyclists within the study area. There is also a desire to improve transit service and frequency with some suggesting a central transit hub in the area. The following is a tabulation of the key words and themes from the worksheets:

- Better/safer pedestrian and bicycle accommodations (x15)
- More transit service/transit frequency (x6)
- Transit hub/transit station/transit experience (x5)
- Paths/connectivity (x4)
- Vehicle congestion is a problem (x4)
- Hide parking/landscaped parking (x3)
- Roundabouts (x2)
- Edina circulator bus
- Park and ride
- Vehicle congestion is not a problem

Other comments

In addition to the categories above, participants were given an open-ended opportunity to submit comments on any topic. The following is a tabulation of these comments:

- Create a unique name for the area
- Improvements to Lewis Park
 - New warming house
 - New bathroom xx
 - Zip line at the playground
 - Cross-county skiing
 - New astro turf
- Improve connection to Brookview Heights
- Tax incentive to motivate owners to improve buildings
- Greening

- Aim high, make it a national example
- Small shops, food, coffee shops, welcoming area.

Issues and Opportunities

Participants were asked to review a table top map of the study area and to write issues and opportunities on the map. Highlights of this exercise include desire for improvements at the Cahill Road and Dewey Hill Road intersection, the idea of creating a village square, and the need for an improved connection between the area and the Nine Mile Creek Regional Trail. The following is a tabulation of the comments written on the maps for each small group:

- Fix the Cahill Road and Dewey Hill Road intersection/roundabout (x5)
- Create a village square (x3)
- Access/walkability – crossing busy streets. 70th Street north and south, and east and west on Cahill Road. Also railroads (x3)
- Appropriate and safe bike parking (x3)
- Improve connection to regional bike trail (x2)
- Needs to demonstrate future of sustainability (x2)
- Need destination businesses – ice cream shop, fast casual restaurants, collab. Work space, library, brewery (x2)
- Modernize (the study area)
- Turn Amundson Avenue into a boulevard with sidewalks on both sides, lighting, landscaping, etc.
- Encourage destination restaurants and services at the trail head
- Roundabout at 70th Street and Rabun Drive
- Area needs redevelopment – walk/bike/transit, and landscaping
- Create a signature entrance to the retail area
- Guidelines for heritage preservation
- Building frontage on the streets
- Access to area through parcels, from the regional trail
- Landscaping standards
- Better connectivity to Lewis Park
- Cahill Area electric bus shuttle
- Consider seasons and use from light to dark
- Take advantage of regional trail
- Aim high, make Cahill Village a national example
- Bring the old school house back to this area
- Who pays for sidewalks in Edina? If homeowners, why?
- LRT station with access to the regional trail (at 70th Street rail crossing)
- Consider high school traffic
- Sidewalk along Tracey Avenue between 68th Street and 70th Street
- Landscaping
- Low density for new commercial and residential
- Can the city/county/state contribute to upgrades (of buildings on private property)
- Sidewalks on both sides of 70th Street
- Think about traffic flow in the area



EDINA COMPREHENSIVE PLAN



ATTACHMENT 1

Written Comment Transcripts

This section includes written transcripts of the written comments submitted by workshop participants.

Vision Postcards

- An updated well-lit sidewalk that leads to Cahill and 70th.
- Market where I can grab a coffee and casual dinner with my family.
- I spent the afternoon with the kids biking to the 70th/Cahill area. Kids splashed in the water feature while we grabbed ice cream. Saw lots of neighbors. Picked up some produce at the Farmers Market before we biked home.
- Community center.
- Small business.
- Coffee.
- New facelift of shopping center.
- Bike racks, sidewalks.
- Trees to hide Xcel Energy. Trails and walking paths throughout and better businesses to serve the families in the neighborhood and GOOD COFFEE!
- Just left Cahill electric car marketplace. Did some shopping and stopped at the off-site betting parlor. There was a grocery store, drug store, liquor store, and bakery.
- Please clean up the area. New sign with no paint showing businesses. Trash containers for public use. Landscaping. Currently looks like urban blight.
- I see for the future an aesthetically pleasing area with big trees on the edges, brick pavers, a grocery store, good restaurant, awesome coffee shop that neighbors meet at, a gift shop, boutique stores, art gallery, a nice bar/wine shop, clothing boutique and a home/furniture store.
- Connected by way of personal commuter rail (PRT) to SWLRT on the north and Savage (other side of the river) on the south!
- More dense, but still green and family focused.
- Variety: convenience store, hair salon, several restaurants.
- Housing above?
- Keeps affordability for business lessees.
- Vibrant, multi-use neighborhood hub. Easy access via car, bus, bike, or foot.
- Location recognized by name across Edina and nearby communities.
- Captures the historical significance of the area with density very similar to 2010 Comp Plan.
- I see: green space, no tall buildings, easy safe walking, some retail to include restaurants, no huge increase in traffic, property not owned by the Melia family. It will not be nicely maintained. Sorry, but... the facts.
- 70th/Cahill has: walkable services, train and bus transport center (easy access to Minneapolis, other areas of Edina, other suburbs), drugstore, grocery, deli, coffee shop, gas station, center for neighborhood (stores, offices, services), no added housing.
- Local feel.
- Walkable/safe.
- Good transportation: frequent, safe, reliable, train and bus.
- Trails/green.
- Clean businesses with various basics like: restaurants, market food/deli, drug store, dry cleaner, other?
- No tall buildings, green space, small retail, transport to Southdale area.
- An updated area that will service the neighborhood with shopping.

- Edina population 60-70,000. No longer a “suburb” but developed city. More density, more transportation options.
- 70th/Cahill: still a higher end commercial node.
- Utility left several years ago and residential area moved from 70th/Metro Boulevard.
- I would be happy to have some nice landscaping at the shopping center.
- Coffee shop.
- Major updating.
- New sign (not horrible lease sign now!)
- Higher density to support local businesses. 3-5 story housing with retail, restaurant below. Remove/reduce surface parking.

Guiding Principles

Land use

Land use defines how space is used in an urban/suburban environment. The seven general land use types or categories in an urban/suburban environment: Residential, Commercial, Institutional, Industrial, Mixed Use, Park, and Infrastructure (e.g., streets, storm water retention ponds, and other utilities).

Discussion Questions:

- Which land use types should be considered for the 70th/Cahill small area? (e.g., residential, commercial, industrial, etc.)?*
 - What are the various controls that should be considered for land uses in this small area? (e.g., should parking lots be in front of buildings, to the rear, or alongside; should buildings be set back far from the street or close; if the preferred land use is residential, should the number of residences be low, medium, or high; should storm water runoff be accommodated on-site or off-site; should landscaping be required to separate incompatible land uses and shield views?)?*
- Residential space
 - Commercial/restaurant
 - Commercial/Industrial
 - NO housing
 - Building set back enough for landscaping
 - Green space/gathering space included with design
 - Multi-use (commercial and residential), but remains moderate to low density.
 - Addition of smaller park or green space (1/2 to 1 acre) in the center of the space.
 - May need to opportunity to acquire land under one ownership and level or significantly redesign land area.
 - a) Residential and commercial—can parking be underground?
 - b) Landscaping/green areas. Set back from street. Access to area: pedestrian, car and transit.
 - Commercial and green space.
 - Parking set back from street.
 - If residential, low.
 - Limited industrial uses.
 - Housing appropriate for north of 70th.
 - Properties not visible. Poor signage.
 - Architecturally tie together.
 - Retail, retail, retail. Grocery!
 - Make a walkable area for residents. Little connection path from loop on path- leads to ice cream shop.
 - Destination/experience shopping.
 - a) Residential with small amounts of neighborhood commercial shops, i.e. coffee, hardware
 - Transit station for light rail/DRT concept (to permit local/express combination service).
 - Transit, some commercial, some business, parking convenient.
 - No heavy manufacturing.
 - a) Commercial and residential, NOT industrial.

- b) Nine Mile Creek, flooding, 1000 year. Think Harvey.
- Best use: reduce concrete by going up. More permeable.
- Landscaping shields important. Earthen berm for electric company.
- Commercial/industrial.
- See Aurora project—landscaping on perimeter.
- Commercial and residential.
- Parking in the back and setbacks for building taller than 4 stories.
- Landscaping is desirable.
- a) Not industrial.
- b) No more than three stories: two residential? Some/lots affordable. Underground parking.
- b) Significant setback.
- Commercial or low-density housing (6-7 units per acre).
- Landscaping and signage.
- Year/month/day. Total traffic – times of day.
- Sidewalks to P.O.
- a) Destination. Appropriate density. Commercial (retail), residential.
- b) Number of residences should be appropriate to allow correct density and development.
- a) Hiding hardscape/parking lots. Defining fronts of buildings.
- a) Mixed use/residential.
- a) Parking lots should be hidden interior with business front along streets. Residential above. Medium density. More green space. Better connections.
- Residential and commercial. Medium density, Mixed income.
- Maintain small town feel but update the look.
- Yes, buildings set back from street.
- Landscaping.
- Mixed commercial and residential.
- Center-focused “square.”
- Buildings to edge—consider appearance to street, parking below grade (?) Is it possible to re-grade and accomplish storm water management, yet hide parking.
- Landscaping.
- Commercial.
- New designs.

Design and appearance

Design and appearance involves the look and feel of both private property (e.g., building design features, appearance, etc.), as well as the public realm (e.g., street trees and off-site landscaping, sidewalks, streets, storm water treatment, etc.).

Discussion Questions:

- a) Should design guidelines be established to guide the look and feel of private property (e.g., building design elements, landscaping, etc.)? If yes, what are the priorities?*
- b) How important are improvements to the public realm? For example: sidewalks, street trees, public art, public meeting space, etc.? What are the priorities?*

- Yes, if commercial, convenient parking (provide convenient handicapped spaces)
- Buildings no higher than 4 stories
- Sidewalks needed through area
- Coordinated look to buildings
- Buildings should remain at a maximum of 4 stories.
- Longer term vision of central green space as a focal point of the node.
- Look nice: green areas, public art. Sidewalks. Good lighting.
- Sidewalks, landscaping.

- Gateway entrance, 70th – Amundson
- Landscape Amundson: sidewalks, create boulevard. Make a unified look.
- Quaint European village feel. 4-2 stories
- Mixed use stone/brick on building. Outdoor seating in small areas. Paths to walk through. Big trees lining the edge. Big trees to hide Xcel. Sidewalks in both sides. Twinkle lights in winter. Flower boxes in summer.
- a) Cohesive building material, less choppy elevation, landscaping/green space/walkways, signage improvements.
- Sidewalk along Tracy, between 68th and 70th to provide on-grade access between the high school/middle school and 70th/Cahill. Deal with the steep part of 70th, between Cahill and Tracy, in the winter.
- Brick pavers.
- More trees for screening.
- Way finding.
- Better lighting.
- Designated connector path at south side of dry cleaners.
- Bicycle parking.
- Renewable energy requirements (solar, wind).
- Water collection/grey water set-up.
- Buckthorn removable by allowance.
- Model sustainability.
- Stellar location.
- Solar panel sidewalks.
- Real connections (attempts) to spaces, not partial walkability.
- Landscaping and buggering on perimeter.
 - Use inside
- Walkability.
- Streetscape: closer to street with higher floors set back.
- Walks and transit connections.
- Pedestrian friendly.
- Renewable energy.
- Gray water.
- Sustainability.
- A model for sustainability: water, EIEC, recycle.
- a) Yes: include landscaping in all the projects. Windows along the front. Pedestrian friendly. Mitigate the environmental impact (including water runoffs). Include renewable incentives. Transportation hub or shelter.
- a) Landscaping!
- B) Sidewalks! Crosswalks! Trees!
- Two story height restriction on buildings.
- Dedicated green space for seating.
- Four story max.
- Transit: Cahill e-bus line, “circulator bus.” One central bus stop.
- Signage.
- “Plaza” Complement the residential. Feel a part of. More of a village.
- a) “Regionally consistent” Look like Minnesota; native landscaping; more green space; help to cover Excel.
- b) Benches; green space; enjoy four seasons; reasons to enjoy current amenities (e.g. trail) and future; pedestrian (promote walkways and biking). Lewis Park Pavilion and playground warming house.
- Gathering spot.
- a) Yes, town square/center gathering space. Lower area to create underground of lower-level parking. Landscaping on east side of Cahill.
- b) Town square feel, trees, gathering area within area of shops, above shop residential, priority for welcoming community small area. Cahill Village character. Historic village feel and character.

- a) Should be in keeping with historic character of the area, a settlement village. Design guidelines that govern appearance and character of the period.
- I want a village square! A central green gathering space with some height/density to support the public space. Hide parking underground. Some water feature in the square? Signal to people as they are entering the area (on each corner, like Cahill Monument).
- Warmer feeling to the buildings, less industrial look, plantings, outdoor seating.
- Low grade signage, classy and elegant, reflecting the heritage of the area.
- Low building height.
- Courtyard, village square concept.
- Heritage, history of the area design guidance.
- Private investment, public realm.
- a) Needs some character to match Cahill Settlement. Design guidelines Yes –for building character! Landscape trees to east of Cahill. Needs to be established now- new start point. Sidewalk on east adjacent to plaza (not necessarily all the way down Cahill).
- Landscaping, signage, lighting, traffic flow, sidewalks, plants.

Movement

Movement involves all things related to transportation, including vehicle traffic circulation, alternative transportation modes (e.g., transit, rent-to-go cars, bikes, and walking), pedestrian and bicycle circulation, and parking.

Discussion Questions:

- a) *Is vehicle traffic and congestion a problem today? If so, where?*
 - b) *How important is prioritizing space for pedestrians and bicycles?*
 - c) *Is transit service supplied to the area? If yes, is it adequate? Should transit services be an element of the area's future?*
 - d) *What are considerations that should be given to parking; visible from the street? landscaped? well lit? shared between different land uses?*
- *Is vehicle traffic and congestion a problem today?* Not much
 - *How important is prioritizing space for pedestrians and bicycles?* What? Cahill Rd now is fine
 - *Is transit service supplied to the area? If yes, is it adequate? Should transit services be an element of the area's future?*
 - *What are considerations that should be given to parking; **visible from the street? landscaped? Yes***
 - Not enough transit to the area. Need transit ALL DAY both around Edina and to downtown Minneapolis. Optionally even a stop location for commercial bus lines for college student use.
 - Edina circulator bus
 - Park and ride
 - Central metro station at 70th/Cahill
 - Amundson Ave should be closed and used in the future as entryways into the node from Cahill & 70th
 - Combine nearby multiple bus stops to one central Metro Transit stop/access point.
 - Enhance movement by pedestrian and bike
 - Preference for Option A Regional Trail.
 - Recognize increasing southbound traffic on Cahill with addition of WV 494 entrance ramp.
 - Yes, traffic is a problem on Cahill at key times.
 - a) Pedestrians and bikes are important.
 - b) Transit is not adequate, Yes commuter transit rail.
 - Congestion is a problem at 70th & Cahill.
 - Sidewalks are very important.
 - Transit services to Southdale area.
 - Needs to look nice.
 - Similar to Hopkins Depot

- Improve bus experience. Visibility. Shelter.
- Some sort of access path for Brookview Heights to Cahill/70th (easier one than current).
- More sidewalks, even in neighborhoods.
- Roundabout at Cahill and Dewey with pedestrian light.
- Recognize proximity to rail line and its possible future use for LRT, connecting to Grandview and SWLRT on the north and points such as Savage (other side of the river) on the south. DRT (conceived by Anderson of UMN), adapted for the situation.
- Safe biking at 70th and Hwy 100.
- Bicycle/pedestrian across track to Cahill from Brookview Heights neighborhood from industrial area.
- Connections of across/crossing 70th at Cahill.
- Walkability, bike ride station.
- What happens when you add pedestrian to the auto transportation?
- 8-80 walkability.
- Rabun St and 70th: it is just outside the area, but it's old and in need of help. A real problem! Build a roundabout!
- Bike trail along Cahill Rd.
- Increase transit.
- Bikeability.
- Walkability!
- Perimeter sidewalk.
- Bike racks.
- Traffic flow through parking lot.
- Cahill "e-bus line." Braemar? Service where? Generations?
- Safety → walkability.
- a) Room for improvement. 70th/Cahill at rush hour.
- a) Improve the 70th/Cahill intersection (roundabout)
- b) Super important: safer. Want more walkable and bikes. More bike racks at residential area.
- Need room for cars, bikers, and walkers.
- a) Not really.
- b) Better connections. You can't get from the bike path to the SAP area.
- c) Transit doesn't work very well. No way to get from the bike trail to Amundson on city property to connect with the area.
- d) Less visible parking areas. Move buildings towards the street.
- Pedestrian and bike mobility through and around.
- Support transit riders with dignified stops.
- Hide parking if possible.
- Improve connection between trail and area. All walkable. Prioritize pedestrian, especially with park and multi-unit housing nearby.
- a) Congestion—not really a problem at this time.
- b) Plenty of space for pedestrians/cyclists. Under-utilized at the current time. Nothing more needed other than better access to the trail from 70th.
- c) Transit is inadequate other than 7 in the morning or 5 at night. Would like at least one other route during the day.
- d) Parking should be landscaped. Too much parking now for the current businesses.
- Easy access to bike trail.
- Doesn't currently exist to the Cahill small area.
- Stop sign needs attention?
- No, not for now, works pretty well.
- Bike access to plaza is needed, marked it on our map.
- Walkability (safe to walk. Healthier. Bike racks.

Other ideas

Please use the space below to provide any other comments you wish to share.

- Create a unique name that identifies.
- Lewis Park: new warming house. Another added bathroom near playground. New park equipment.
- Cahill/70th community events. Light lighting ceremony. Brookview Height community coffee, etc.
- Promote boardwalk as cross-country skiing destination if not removing snow.
- Tax incentive to help owners or motivate them to re-do buildings.
- Add zip line to Lewis playground
- New AstroTurf in playground area.
- New bathroom in west area of the park.
- Bathroom on west side of Lewis Park.
- This area borders on blighted. Worse condition than any other in Edina or Richfield. Needs to be replaced.
- Make the area more accessible to residents of Brookview Heights. Build a roundabout between Rabun St and 70th St. This intersection is dangerous! There is a day care center across the streets and parents cannot easily enter/exit the building.
- How do we make the small area greener?
- How do we keep re-development affordable for new younger residents and business owners.
- Principles. 1) Land use/development. 2) Design/appearance. Two levels, public realm, private investment function.
- VIP to work group: Aim high. Make Cahill Village a national example.
- Promote Nine-Mile Creek. Enhance and connect to plaza.
- If you build it, they/we will come.
- Settlement-Cahill town square.
- Historic theme. Multi use.
- Small shops, food, coffee shops, welcoming area.
- I understand that there are trade-offs with green space based on finances. You need higher density. This has to be explained to residents. People want green space and they need to know what the implications are. It can be done well- show pictures/examples.
- Needs some/single anchor. Grocery, drug store, restaurant (Waldorf Nevens).
- Multiple small unique shops to draw people in.
- Trees and landscaping.
- Some police presence at intersection of Cahill/70th with regards to turns.
- Possibly extend the 25-mph speed limit from east of Hwy 100.
- Additional egress from the trail to the shopping area
- Low height on future building two to three stories at most.
- Crosswalk on 70th at point where the trail meets 70th (the top of the hill at the west end of the railroad bridge).



EDINA COMPREHENSIVE PLAN



70TH AND CAHILL SMALL AREA PLAN | 2/3/18 COMMUNITY MEETING 2 SUMMARY

Introduction

The second community meeting for the City of Edina's 70th and Cahill small area plan was held on February 3, 2018 from 9 AM to Noon at the Edina Senior Center. Approximately 40 attended, in addition to nine members of the 70th and Cahill Small Area Plan Work Group. The purpose of the meeting was to provide an overview of the study process, get feedback on the vision and guiding principles developed for the study area, and to solicit input on two conceptual plans for the study area.

Meeting Format

The meeting was conducted in a workshop format. The first half of the meeting included a presentation from the consultant team covering background information, input received from the public at the first community meeting that was held in December, and the two conceptual plans. This time was used, as well, to respond to questions from community members. The second half of the meeting included small group work sessions with facilitated group activities and discussion.

Participants provided feedback through a dotmocracy exercise and by writing comments on the maps showing the conceptual plans.

Meeting Findings

Results from the dotmocracy exercise are presented on pages 1 and 2. Comments taken from the maps showing the conceptual plans are on pages 2 through 11.



EDINA COMPREHENSIVE PLAN



EDINA COMPREHENSIVE PLAN



Guiding Principles – Priorities Exercise

Place your dots in the boxes representing the principles most important to you. You may place multiple dots in one box or spread them out.

VIBRANT REDEVELOPMENT – Cahill Village is an attractive mixed-use destination and features locally-oriented businesses such as dining, retail and goods and services...

TRANSPORTATION AND CONNECTIONS – Cahill Village will have enhanced strong connections to the nearby neighborhood and surrounding Edina community...

HOUSING – Cahill Village is an attractive and accessible mixed-use destination with multi-family housing options...

PARKING – Cahill Village offers suitable parking...

GREEN SPACE/AMENITIES – Cahill Village features attractive green space, and community gathering space...

PEDESTRIAN/BIKING – Cahill Village is easy and safe to navigate by pedestrians and bikers and includes access to regional trails and parks...

OTHER (Please Describe)

more of green space (in) a building

Me Commons better Than Village

Add small a grocery store

Dotmocracy Frequency Responses on the Guiding Principles

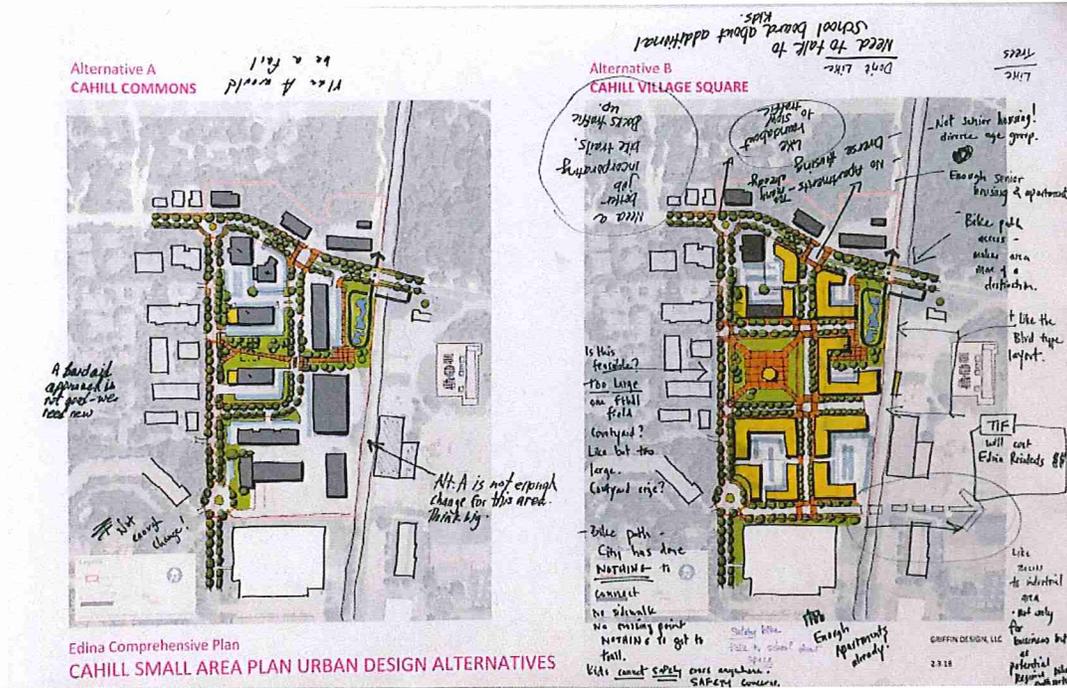
- Vibrant Development: 68
- Green Space/Amenities: 63
- Pedestrian/Biking: 20
- Other: 10
 - Grocery (Kowalski), not convenience (7-11)
 - Add a small grocery store
 - Like Commons better than Village
- Transportation and Connections: 9
- Housing: 9
- Parking: 4

Comments on the Guiding Principles

- Under Transportation :
 - “ Connect to other Edina nodes”
 - Maybe “connect to other Twin Cities nodes”
- Unless we have a good mix of businesses, restaurants, etc. the green space will be underutilized. We need a “draw” to this area via business before worrying about green space.
- Housing options – Emphasis on “affordable.” We have plenty of high-end/luxury already.

Comments on the Two Conceptual Plans for the Study Area

1



1A

- A bandaid approach is not good.
- Alt A is not enough change for this area (southeast corner of study area). Think big.
- Plan A would be a failure.
- Not enough change!

1B

- Is this feasible?
- Too large
- Good idea, but one football field for the green space is too much.
- Courtyard is good, but too large
- Like, but too large.
- Courtyard size?
- Bike path?
- City has done nothing to connect. No sidewalk. No crossing point. Nothing to get to trail.
- Kids cannot safely cross anywhere.
- Safety concerns.

- Safety bike. Talk to school about space.
- Enough apartments already!
- TIF will cost Edina residents \$\$
- Like access to industrial area, not only for business bit as potential regional bike path route.
- Like the boulevard type layout.
- Bike path access: make area more of a destination.
- Enough senior housing and apartments.
- Not senior housing! Diverse age group.
- No apartments. Too many. Diverse housing already.
- Like roundabout to slow traffic.
- Like trees.
- Don't like. Need to talk to school board about kids.
- Need a better job incorporating trails. Backs traffic up.

2



2B

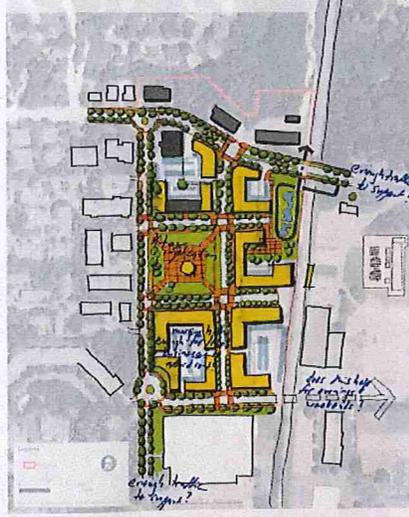
- Co-op grocery!
- Private land vs. public good?
- Is this a walkable vs. a drivable area?
- Is this a community space vs. a commercial space?
- How do you get "new" development into old spaces?
- Want green space.
- Want local restaurant and shops with attractive storefronts vs. specialized franchises.
- Shops/restaurants where people want to spend money.

3

Alternative A
CAHILL COMMONS



Alternative B
CAHILL VILLAGE SQUARE



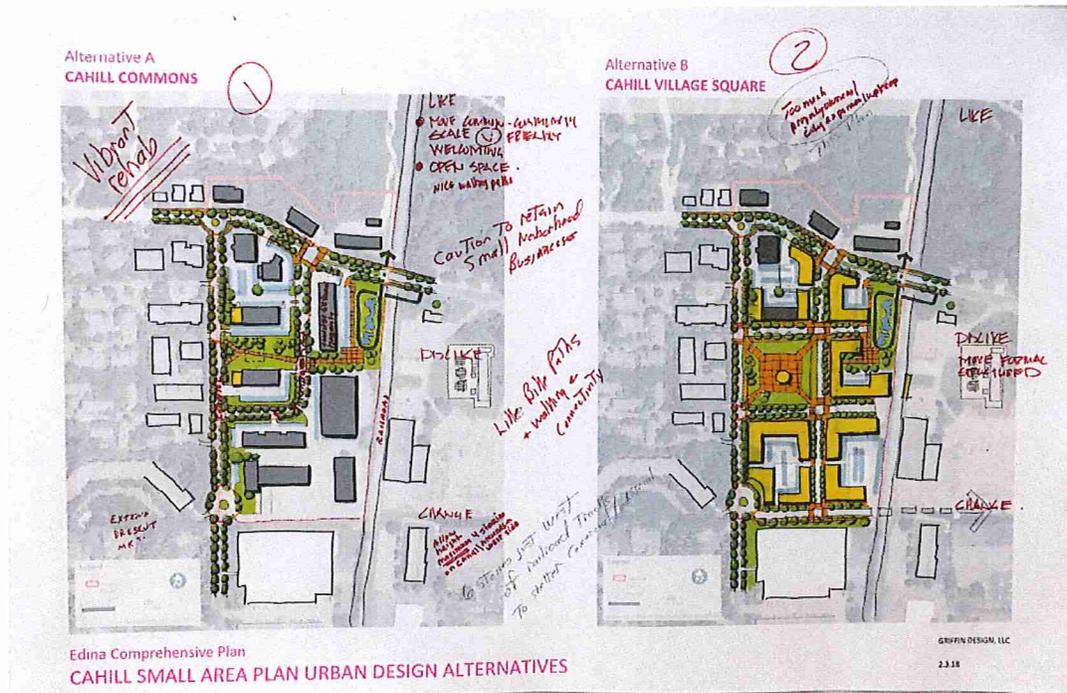
Edina Comprehensive Plan
CAHILL SMALL AREA PLAN URBAN DESIGN ALTERNATIVES

SALFON DESIGN, LLC
2.2.18

3B

- Enough traffic to support? (x2)
- Does this help for evenings and weekends?
- Tax implications.
- Margins high enough for local businesses to afford rent?

4



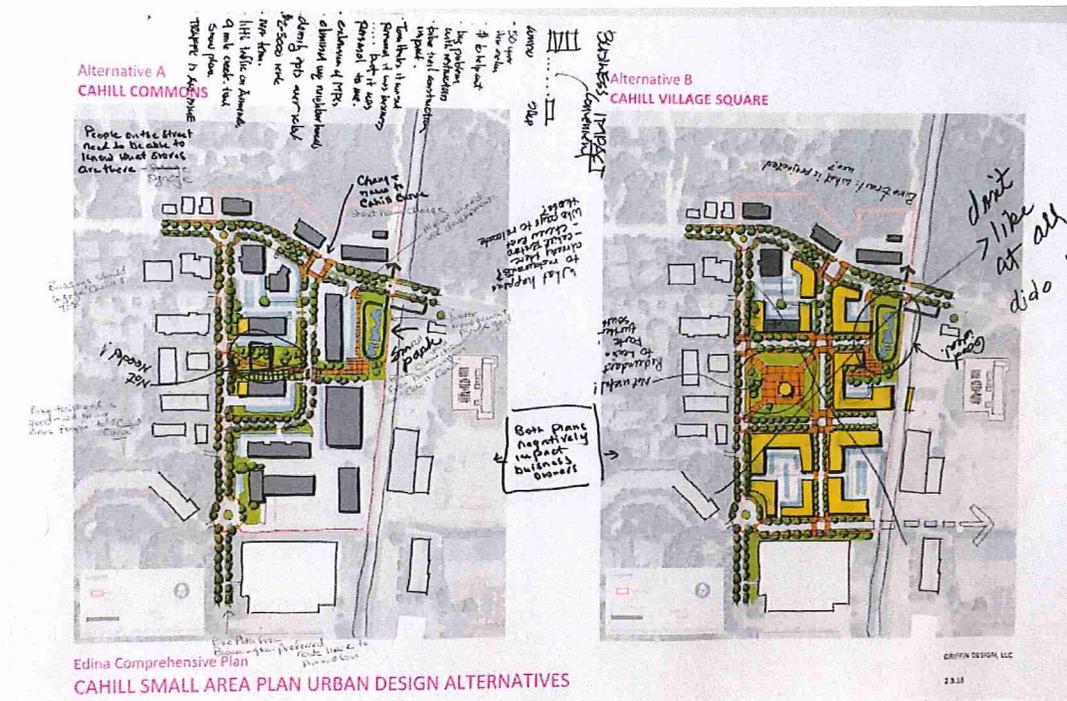
4A

- Vibrant rehab.
- Extend present market.
- Could go 65+ [illegible] only
- Railroad.
- Dislike.
- Change. Allow height maximum 4 stories on Cahill/Amundson west side.
- Caution to retain small neighborhood businesses.
- Like bike paths + walking and connectivity.
- 6 stories just west of railroad tracks to shelter commercial/industrial.

4B

- This plan: too much property owners/city expenses upkeep.
- Like.
- Dislike, make formal structured.
- Change.

5



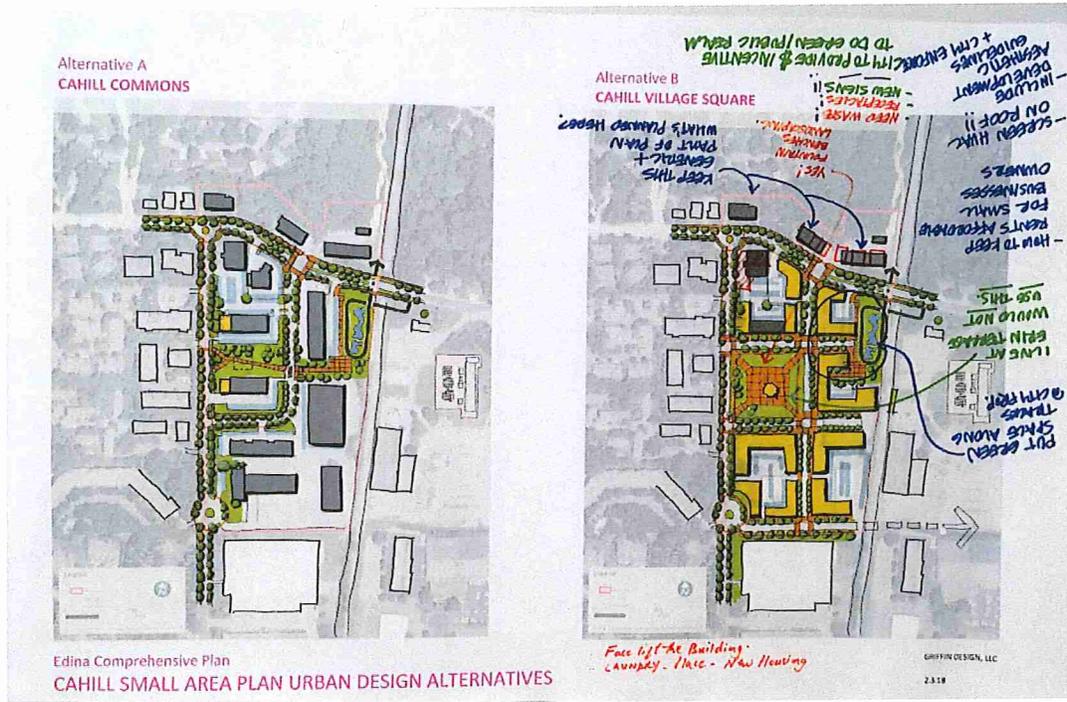
5A

- This negatively affects business owners
- Bike path from Bloomington is preferred
- The bike path on Cahill will bring more people to "Cahill Curve"
- Is there a way the buildings could engage Cahill?
- Signage is needed so that drivers will know the names of businesses in the study area
- Change the name of Amundson to Cahill Curve
- On-site water management is a good feature
- The cleaners building is a good place for mixed use development

5B

- Negative reaction to the 300 x 300 park

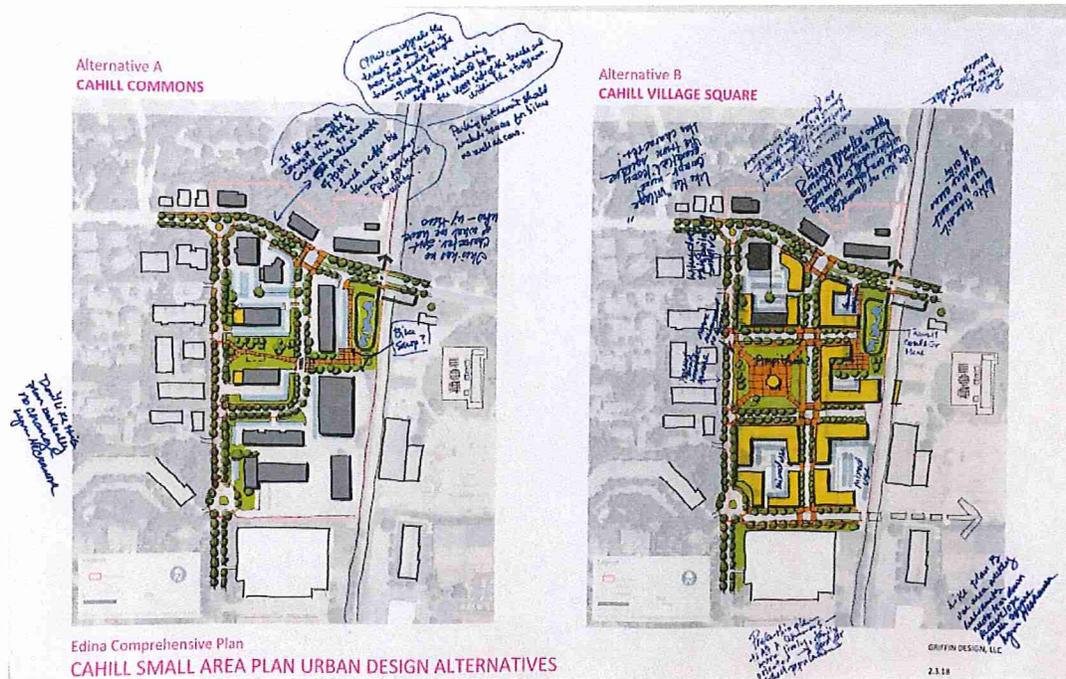
6



6B

- New housing is needed. The dry cleaner could be the start for new housing.
- What is planned for the north side of 70th?
- Should this remain? It's the generic part of the plan.
- The site should include a fountain, benches, and landscaping. Waste receptacles, and new signage.
- Buildings should have screened HVAC on the roofs
- Include aesthetic and design guidelines. Ensure these are in the City Code.
- How would rents stay affordable for existing businesses?
- I live in Erin Terrace. I would not use the park.
- Include green space along track and City property

7



7A

- Don't like this plan. Nothing has changed.
- Is there room for a bike shop near the point where Nine Mile Creek enters the site?
- Is there a way to connect the study area to the parkland north of 70th? A number of activities could take place in the park.
- CP Rail could begin moving freight trains on the track whenever they want. Transit platform should be on the west side of track.
- Bicycle parking should be provided.
- This plan lacks character. It is sort of what we have now.

7B

- Like the village concept. This has character.
- Future land use should include housing, small grocery, restaurant, coffee shops.
- Nine Mile Creek Boardwalk could be a feeder for businesses.
- Future land use could include housing surrounding the courtyards.
- Need a variety of housing types in the study area; include affordable housing.
- A transit hub is needed to make transit use easy for connecting to other parts of the city/region.
- Why does the building in the northwest corner survive. It should be included as part of redevelopment.
- A smaller park should be included
- The land use should be mixed use, mixed use, mixed use

8



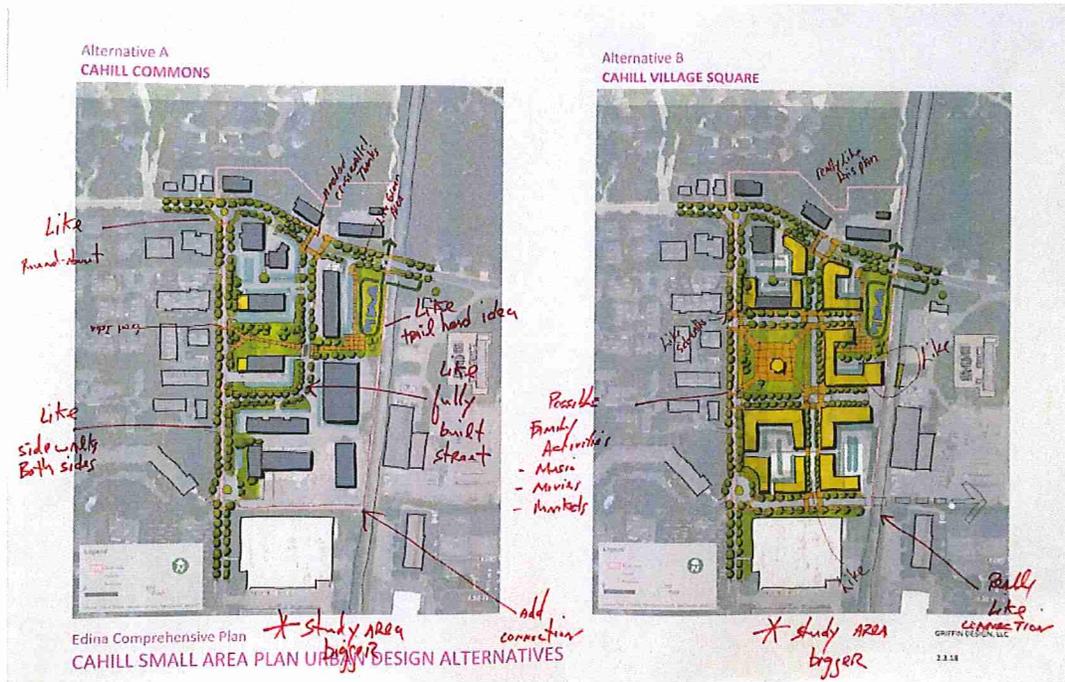
8A

- Walkway for intergenerational use
- Entry into the area is a plus
- Sidewalks needed throughout the entire area
- Land use should be mixed use commercial/residential
- Cohesive landscaping and parking plans are needed
- Access across the track is needed

8B

- Don't need a park. There is a park down the street.
- The design is good. It gives businesses prominent storefronts
- Think about connections to the north side of 70th

9



9A

- Like roundabouts
- Like sidewalks on both sides of Cahill
- Like Amundson as fully built street
- Like the trailhead
- Crosswalk are needed where Amundson crosses 70th. thank you for including this feature.
- Like the green areas. This is a great idea.
- Study area should be larger

9B

- Really like this plan
- Like the connection across the track
- Like the idea of using the track for transportation and the station platform
- Study area should be larger
- Plaza could be used for family activities, music, movies, markets

EDINA COMPREHENSIVE PLAN



70TH AND CAHILL SMALL AREA PLAN | 3/3/18 COMMUNITY MEETING 3 SUMMARY

Introduction

A community meeting for the 70th and Cahill small area plan was held on March 3, 2018 from 9 to 11 a.m. at the City of Edina Public Works facility. A total of 36 people signed the attendance roster. In addition, eight members of the 70th and Cahill Small Area Plan Work Group and four members of the project team were present to engage the public. The purpose of the meeting was to provide an update on study progress, present the revised vision and guiding principles, and solicit feedback on building form and potential public realm improvements for the 70th and Cahill Study Area.

Meeting promotion was designed to reach a broad cross-section of the community and included multiple methods, media types (i.e. electronic, print, phone), and audiences. The following table shows the meeting promotions.

Distribution to
City Extra email
Official city press release to media outlets
Mail notice to select residences within the vicinity of the study area
Post flyers at properties within the study area
Post notice on project website and social media (i.e., Nextdoor, Facebook, and Twitter)
Direct invitation to select community organizations with a request to share with their colleagues/networks

Meeting Format

The meeting was conducted in an open house format with work group and project team members stationed at a series of poster boards showing project background and process, vision and guiding principles, and potential building form and public realm options. Participants were encouraged to talk with project staff, ask questions, and provide input.

Participants provided feedback through verbal discussions with project staff, participation in interactive activities on poster boards, and through written comments on a comment form. The following is a summary of the public comments received.

Meeting Highlights

- People generally support the vision and guiding principles and people seemed to like the idea of including more green space and amenities in the area
- Multiple comments focused on maintaining a neighborhood character or feel in the area and several comments favor maintaining local restaurants and businesses.
- People generally favor public realm improvements. Many are in favor of sidewalks, trees, planters, and green space., however, at least one noted that new green space is not needed
- Multiple people stressed the need for enhanced pedestrian and bicycle facilities, including better connectivity to the broader network. Multiple people also suggested that winter trail maintenance (snow removal) is needed
- Comments were mixed on building heights, with an approximately equal number of comments against and for increased height. Many of those not in favor increased height felt strongly that 10-

stories would not be appropriate. Those in favor of increased height seem to embrace the “give to get” concept and support things like more landscaping, sidewalks, etc. A majority of people seem comfortable with 3 – 5 stories. Most people indicated a preference for low- to medium density.

- Multiple people support the idea of creating a transit hub in the area
- Multiple people support the inclusion of affordable housing in the area
- Some people are concerned that new development would increase vehicle traffic

Vision Station

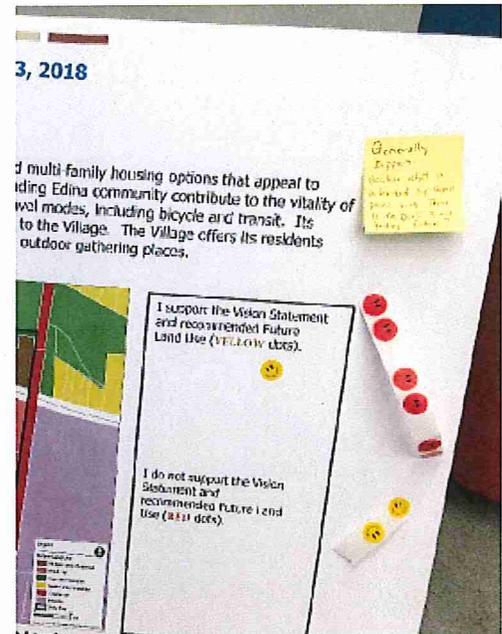
The following comments were posted on the vision board:

- Generally support. Unclear what is intended by green parks area. There is no park there today. Future?
- One “vote” in support of the vision
- *Zero “votes” disapproving of the vision*

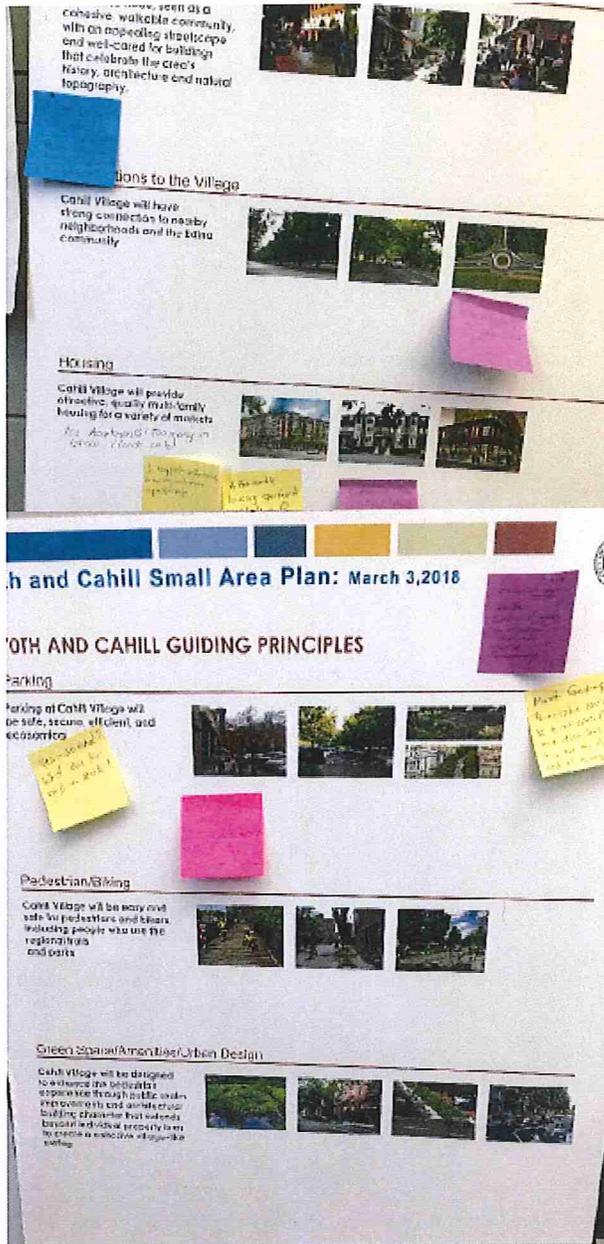
Guiding Principles Station

The following comments were posted on the guiding principles boards:

- Vibrant development
 - Designate the original Calgary Lutheran Church a historical landmark. Don't Eliminate it!
- Connections to the Village
 - Roundabout at Cahill and 70th
- Housing
 - No apartments! Too many in Edina (condo only)
 - I support affordable housing including apartments
 - Affordable housing apartments could be a fit here
 - I am in favor of affordable housing. Those who provide services to Edina residents should live here to!
- Transportation
 - What is the plan for safe access to the trail at 70th and Cahill/Amundson?
- Parking
 - Yes, so what does this help us decide?
- Pedestrian/Biking
 - No comments posted
- Green Space/Amenities/Urban Design
 - No comments posted
- General
 - Cahill Village. Prefer Cahill Commons to be more inclusive, like a community.
 - Most guiding principles could be more specific and directive. They are too plain and all encompassing.



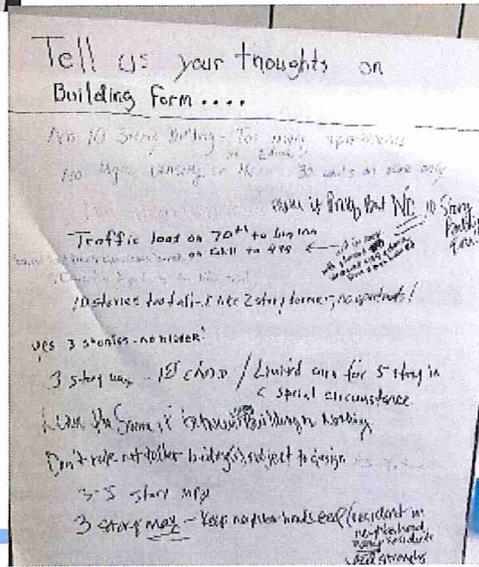
Edina Comprehensive Plan
70th and Cahill Small Area Plan – Community Meeting 3 Summary



Building Form Station

The following comments were posted at the building form station:

- No 10-story building – too many apartments in Edina!
- No high density of medium density. 30 units per acre only
- Love Amundson Avenue!
- Make it pretty, but no 10-story building ever!!



- Traffic load on 70th to Hwy 100 (and) on Cahill to 494. Will it increase with planned westbound 494 entrance from E Bush Lake Road?
- Love connection and park to the bike trail
- 10 stories too tall – I like two story dormer, no apartments
- Yes, 3 stories no higher
- 3 story max, first choice/limited area for 5 stories in a special circumstance
- Leave the same if between 10-story buildings or nothing
- Don't rule out taller buildings if subject to design. *Yes, me too.*
- 3 – 5 story max – keep neighborhood feel (resident in neighborhood. Many residents feel strongly about this).

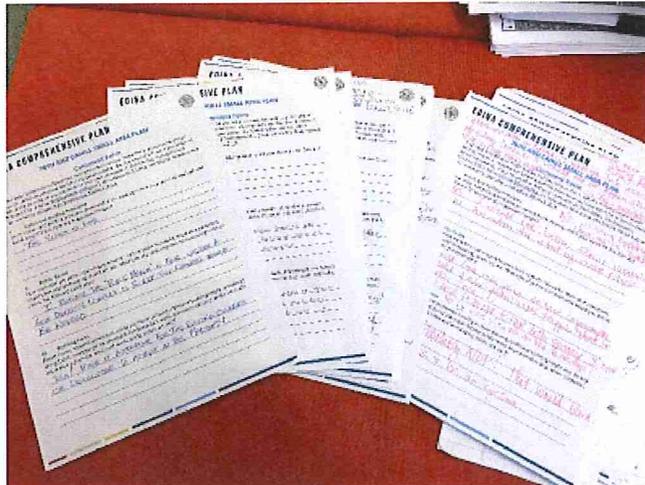
Comment Forms

The following is a verbatim compilation of the feedback received through 24 written comment forms submitted at the meeting.

Vision and Guiding Principles

Do the vision and guiding principles presented at the meeting reflect your vision for the 70th and Cahill area? Do you have any suggested changes?

- I am in communication with over 20 families who are unable to make this meeting but are very against buildings over 3 stories but agree the current area looks dated and "unkept." New buildings and park-like feel would be widely supported by the neighborhood!!
- I think a good mixed-use area will only enhance this area
- Transit hub needs to be strategically placed so as to take advantage of all possible forms of transit—walk, bike, and potential passenger rail.
- No grocery stores or gas stations. You have a number in location—Jerry's, Lunds and Byerlys, Whole Foods. Gas station already by the way side. Look at 70th and France. Who would consider this as an anchor location? Not enough space.
- Looks good
- Yes
- Yes and No. I would love better flow and visibility on Amundson Ave in front of Evolve Fitness. But no 10 story building ever! Leave as is.
- Yes. I feel that more public transportation is key to the success of the redevelopment. Also hope it will be possible for those businesses who wish to remain to do so at an affordable price (e.g. Cahill Bistro)
- No new development—condos and apartments—would lead to too much traffic in area
- Agree with vision.
- I liked the concepts I saw. Creating a safer biking and pedestrian experience is a plus.
- Good
- The vision is fine.
- I like the vision. Does it help bring clarity to what we would not do in this area? GP's need to be a bit sharper to help support design decisions. Of course, we want good parking—so what does that help us decide?



- Yes. When discussing “gathering spaces”- although its outside the zone, consider developing an area at Lewis Park for people to gather. Picnic shelter? Coffee kiosk? Easy walk to Cahill Village. Or include these in village somehow. By the trail?
- I would rather leave the development as is then add a 10 story apartment! Low density. No apartments. Too much transient children in the schools. Parents show up 1st day of school and add kids. Don’t want to build more schools for apartments.

Public Realm

How important are public realm improvements, such as wider sidewalks, decorative pavement, street trees and landscaping, public art, etc. What type of public improvements would you like to see in the 70th and Cahill area?

- This area is currently an eye sore. Trees, new buildings needed.
- Access to trail from 70th. City needs to do that now!
- I think young and old are embracing retail below living
- Small transit hub should have the ability to be strategically connected to the rail line if that ever becomes of use for passenger rail
- You do not need decorative pavement and public art
- Sidewalks, lighting and landscaping are important. Function is more important than beauty (i.e. decorative pavement). The village square is not needed due to many existing gathering spaces in Edina and the existing parks within 1.5 miles.
- Drinking fountain by trail head
- Living within walking distance (opposite side of street) of the shops, crossing the street (Cahill Rd) is not as safe and easy as it could be. For instance, in the designated crosswalk, the sidewalks on both sides were plugged with snow. If one goes down to the 70th and Cahill stop sign, one encounters a stretch that has no sidewalk.
- I would love my area to have improvements and make a nice flow with traffic, so I’m better seen (Evolve Fitness)! I’d also need to be able to have better signage. I need to be more visible to passerbys.
- I am in favor of sidewalk, trees, landscaping and management of storm water runoff. Also favor more bike paths.
- Light rail station using the existing tracks. Bike shop on the nexus of the Edina bike trails. Food co-op, possibly with the involvement of Linden Hills Co-op. Open up a path or space for access from 70th and Cahill to parkland along Nine Mile Creek.
- Would like improvements in landscaping, trees, decorative pavement
- More green space, trees, planters, benches to make it attractive, accessible and functional. I would recommend that the City of Edina moves as soon as possible to make public realm improvements to the water *catchment* area that connects trail to 70th Street. I like the proposed plan is designed for it but would like the City to move forward soon on updates there.
- Some limited green space—liked the Woonerf concept
- Widen streets for parking if garage space is not available for residents. Park, playground, open air public spaces to congregate in community.
- I believe the “public realm” is fine. Unless a high-density complex is built then changes would be needed.
- Public realm improvements are essential to foster redevelopment. Safe, non-motorized system are essential as are landscaping, green space and public art opportunities. Done right, public realm improvements are themselves public art.
- Selecting the right improvements here is critical to changing this area from “tired and old” to a village perspective.
- Very important. Also, ample attractive signage for businesses. I don’t see any mention of lighting. Attractive and unobtrusive lighting and adequate crosswalk lighting is needed
- General clean up. Public park on wetlands only.
- Important. Provide safe access to Nine Mile Creek Trail from 70th. The city has had years to solve this and no action. Access from North or West of Cahill is not safe.

- Need to make sure bike/pedestrian paths are cleared in winter/spring and fall. This is particularly true for any elements that go to the only high school in all of Edina. The bus stops have no place to stand when there is a lot of snow.

Building Form

Based on the material presented, would you favor allowing additional building height and density along Cahill, in exchange for developer funded public realm improvements (e.g., wider sidewalks, decorative pavement, trees and landscaping, public art, etc.)?

- Yes, but keep buildings under three stories. This is part of a neighborhood. Many residents—I am in communication with over 20 households—feel very strongly about this. No 10 story high rises!! Character is important.
- While taller buildings look appropriate in the Southdale area, the Village feel visually works well here—3-4 stories. From a usage perspective people like this feel—it’s more personal. Once a high rise is approved, there’s no turning back
- Building height and density should be encouraged but more landscaping, walking pavements and public art should be the offset. Local restaurants should be encouraged to stay such as TJ’s Restaurant and the Edina Superette are valuable resources for the community.
- All the area needs is updating with trees and landscaping. No public art or sidewalks.
- I am in favor of this especially if there is a master developer to create a consistent experience.
- 5 stories is high enough. Traffic concerns.
- Really get tired of “public art.” The beauty of nature is my primary eye candy.
- No absolutely not! That would block business and be an eye sore
- I would favor allowing additional building height and density—prefer 5-story maximum and density that matches available public transportation or manageable street traffic flow.
- No development
- No to ten story buildings and a very limited number of 5 story buildings perhaps one or two but no more. These higher buildings should be designed so their fronts have plazas and green spaces (landscaping) in the front.
- Yes.
- The higher the stories the more need to provide retail and public space for community members to live comfortable. A park would be nice if there are 10/5 story buildings.
- Yes! Make it attractive for the existing owners or developer to invest in the property.
- Yes—that is an appropriate trade-off for this small area
- Primary preference would be to focus on three story commercial/retail with residential. Allowance for 5 story in a limited area with special circumstances. I like the Cahill Draft SAP. Good starting point to envision what different might look like!
- Probably not. Not for apartments. More density requires more parking, more traffic control. Would consider building height and density changes between Amundson and railroad.
- 3 story max-neighborhood has enough apartments. Condos only.
- Yes. Don’t rule out taller buildings, subject to positive design criteria.
- The brand image of Cahill market is old and dated. Thus, anything there is seen as lower value and lower attractiveness. If it’s in Cahill, I probably don’t want to go to that business.
- If any developer provides safe, covered parking for bikes and pedestrians (especially if the City of Edina or school board cooperate in this effort) young people are less likely to need cars to get around. School buses are nice, but they can’t always do the trick. Also, workers coming to the area may not need to buy a car. When you think about parking, don’t forget the parking of bicycles.

Building Form Continued

Based on the material presented, rank your preferred building heights in order of your preference (e.g., 1st preference, 2nd preference, etc.).

Building Height	Priority (number based on your preference)				
	1 st Preference	2 nd	3 rd	4 th	5 th
2 Story Building	5	2	4	2	
3 Story Building	6	7			
5 Story Building	3	3	6		
10 Story Building	3		2	9	
Other (please describe)	<ul style="list-style-type: none"> - Preferred height depends on which parcel (i.e. 10 stories east/south of Amundson but 3 stories NW corner 70th/Cahill) - 2-3 bedroom townhomes - I like flexibility but prefer the ability to trade off contextual height and density for public realm contributions by the developer - Condos only - 10 story is okay depending on design 				

Based on the material presented, rank your preferred building density in order of your preference (e.g., 1st preference, 2nd preference, etc.).

Building Density	Priority (number based on your preference)			
	1 st Preference	2 nd	3 rd	4 th
Low Density	6	6	2	
Medium Density	8	5		
High Density	1	2	11	
Other (please describe)	<ul style="list-style-type: none"> - I can see benefits of all three levels of density on a mixed basis - Depends on usage. I support affordable housing but not high density. - Well planned medium to high density is okay and can add to the area vibrancy - Increase density only if it meets market demand 			

Additional Comments

Please provide any additional comments you wish to share in the space below.

- Keep neighborhood feel with character. This area is in dire need of improvement/update
- Think people driving by saying "what a nice feel that area has, I'd like to: live there, shop there, explore there." Nobody feels that way about high rises except where the long view is key. Look at the Westin—originally views were selling points, but now larger buildings block a lot of floors. I'm not sure if you can have a say in the overall consistency of a village look, but the developer could do a lot toward enhancing "the look."
- Design should allow for local restaurants and amenities to stay such as TJ's restaurant and Superette on the ground level with density above. Small hub transit center should be strategically placed to use all forms of transit—walk, bike, bus and potential passenger rail
- Turn intersection into apartments and condo
- No village square needed. Love the trail connection with parkway. Like the idea of adding a street on the southside. Need to prioritize mixed use with housing to make this a sustainable development for the

- future and to generate traffic for businesses to succeed. Would prefer <\$500k condos over luxury condos or apartments.
- Consider asking the HOA boards of multi-family buildings for a copy of their reserve studies and their rules regarding maintaining their buildings.
 - I am on Amundson Ave at Evolve Fitness. We have worked very hard to build our business. We are already tucked away and with a multistory building that would increase the hidden factor. I also want to have my information available so that I am in the loop of all planning. I have been a tenant for 11 years I think I deserve the right to be included!! Sherry Bartells, 612-251-8522
 - I suggest more affordable housing for all age and income groups. Seniors moving to apartments, young families starting out and service industry workers.
 - Maintain current businesses and improve current area with landscaping
 - I am concerned about increased traffic and congestion in the area that would result from increased people living in the area. These traffic, congestion and noise concerns need to be considered in changing zoning in the area. I do support redevelopment of the area to improve its functionality, beauty and livability. Any development needs to include substantial green plants and landscaping.
 - Realizing redevelopment means new construction. Please be mindful of economic impact on current tenants.
 - The topography of the area makes it a challenge to envision an attractive redevelopment. Could part of the "public realm" be reducing the severity of the hill? I think it would enhance the "curb appeal" of any redevelopment.
 - We should expand the study to include the entire CI neighborhood from Hwy 100 to Cahill at 70th to Edina Industrial Blvd
 - Need and opportunity to do something special with transit opportunities other than just personal vehicle. Bike connections are a must. How do we create a unique bus transit hub that would be the envy of the metro area? Communication: the broader community is confused about how much authority the city has to execute a SAP. Work should be done to clarify and educate.
 - Please do not under-plan for parking-especially residential. Figure out how to encourage/add a more full-service grocery. There are NO gas stations in Edina! Consider what would be helpful to schools/students so nearby. A good "draw" to the area would do more for local business and livability than increasing "density."
 - Too many apartments in the area and being added to Edina. This is a family community that is stable. Do not turn it into Eden Prairie—school district down the drain.
 - Think big. This can be a world-class development opportunity

Tell us what you think.

Three Rivers Park District wants your help choosing the future route of the **CP Rail Regional Trail** between Nine Mile Creek Regional Trail and Hyland Park Reserve in Bloomington.

The map on the opposite side shows a segment of the future CP Rail Regional Trail in Edina with two possible routes (Option A and Option B).

Help us determine the best route by taking our online survey and providing input on our online interactive map! The online survey will only take about 2 minutes.

Survey: <http://bit.ly/2kirFji>

Online Map: <http://wikimapping.com/wikimap/CP-Rail-Regional-Trail-Plan.html>

Thank you for your input!



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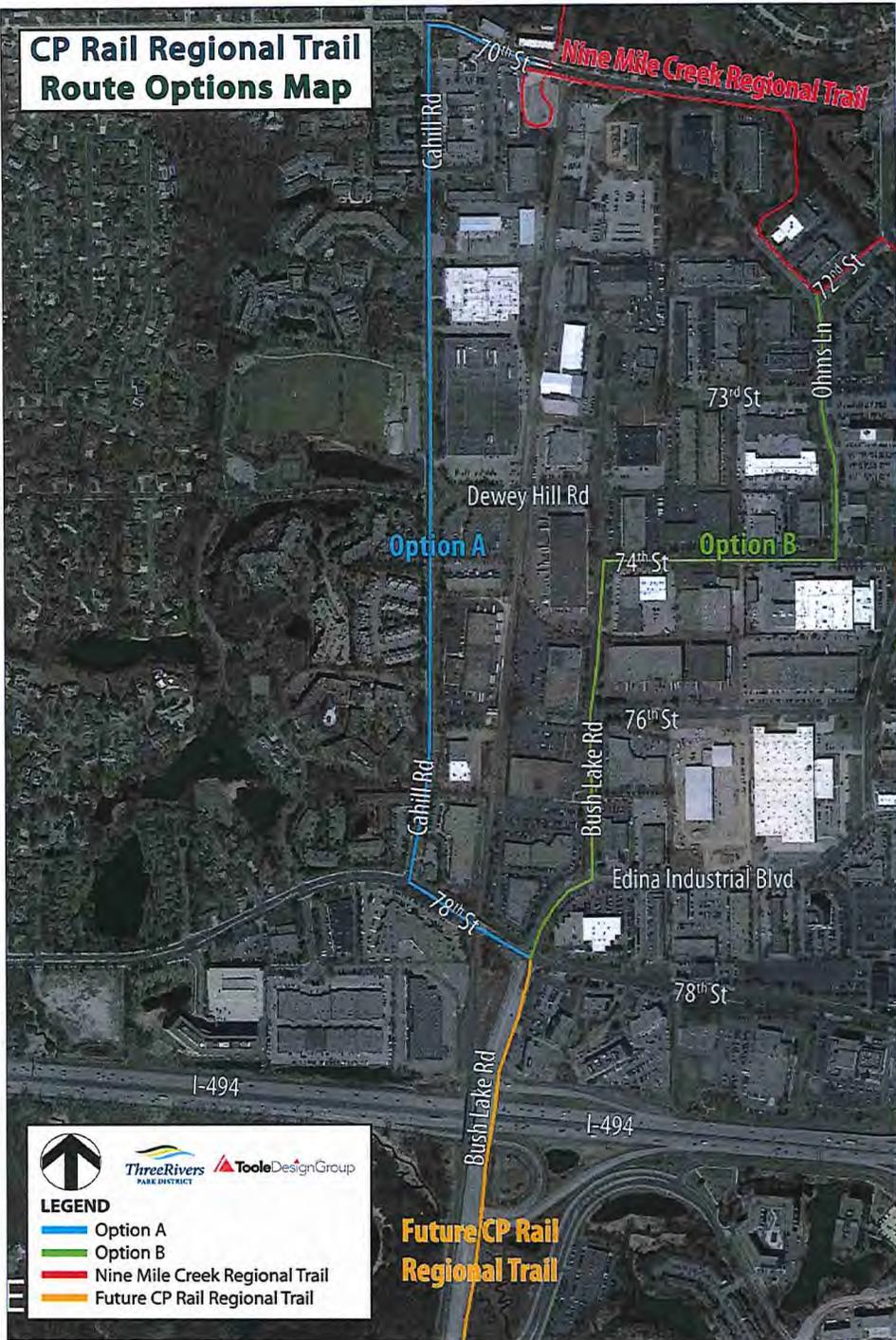
Survey: <http://bit.ly/2kirFji>

Online Map: <http://wikimapping.com/wikimap/CP-Rail-Regional-Trail-Plan.html>

Thank you for your input!



CP Rail Regional Trail Route Options Map



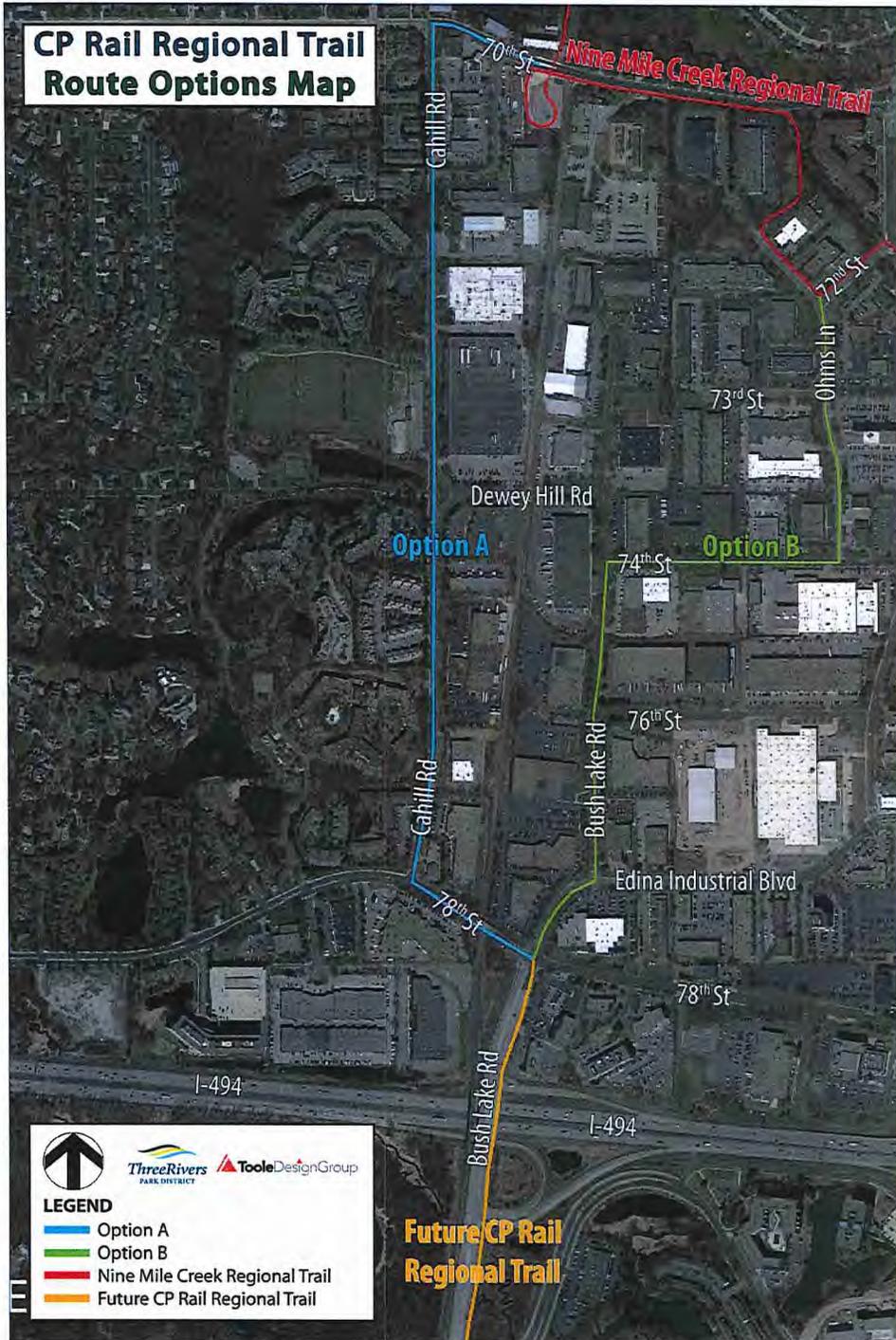
  

LEGEND

-  Option A
-  Option B
-  Nine Mile Creek Regional Trail
-  Future CP Rail Regional Trail

Future CP Rail Regional Trail

CP Rail Regional Trail Route Options Map



LEGEND

-  Option A
-  Option B
-  Nine Mile Creek Regional Trail
-  Future CP Rail Regional Trail

Future CP Rail Regional Trail